

MSU - Bicycles + bicyclists 8-11-75 Cyclists place creating confusion

MSU VERTICAL FILE

By JEFF MERRELL
State News Staff Writer

The innocent bicycle — purveyor of physical fitness, champion of ecologists and little kids, alternative to the audacious automobile and headache of every East Lansing official.

The confusion surrounding the question of whether the cyclist is a pedestrian or a moving vehicle is one that has put city officials in a dither, with little help coming from MSU's vast experience with the bicycle dilemma.

City council members have been considering a proposal for Burcham Drive for creation of a separate bike lane adjacent to the curb, much like the bike lanes on

campus.

The project — from Abbott Road to Timberlane Street — would cost an estimated \$31,432, and include road improvement in addition to the painting of additional lane lines and the placing of signs.

But all that the proposed solution has accomplished to date is bringing to light the myriad problems inherent in the consideration of where bicycles belong — on the sidewalk or the street.

City manager John Patriarche stated in a memorandum to council members that he believed the city "would be making a tragic mistake to proceed" with the Burcham Drive proposal.

"I think that people have got to get used

to the fact that bicycles are vehicles.

"The problem is one of education. If we have more bicycles, then I think motorists will get used to it," Patriarche said.

A separate bicycle lane, however, would only create more accidents, he said.

"The traffic does not respect those lines."

The separate lane would also restrict cyclists to the right-hand side of the road, and make it dangerous for them to use the left turn lane to make left turns, Patriarche said.

"If he wants to make a turn, he jeopardizes himself if he has to make a left turn and has to cross two lanes of traffic," he said.

Patriarche added that part of the blame for the bicycle troubles has to rest with the cyclist who does not obey traffic laws — the same that regulate automobiles — and that stricter enforcement and increased issuance of tickets may help the problem.

Patriarche also cited MSU's experience with the curb-side lane as further reason to drop the Burcham Drive project.

"They create several problems," said Maj. Adam Zutaut, head of campus police. "One of the biggest problems is when the bicyclist reaches an intersection."

Zutaut said that the confusion over right-of-way when a vehicle is making a right turn — crossing a bike lane — creates a major problem.

Zutaut also cited the poor condition of the road surface next to the curb, curb gutters, puddles, bus stops and automobiles stopping to drop off a passenger as obstacles to the cyclist using a bike lane that could increase conflicts with automobiles passing in the next lane.

"This further complicates and exaggerates a problem that already exists," he said.

"Our best experiences with bike paths have been those that are completely separate from both the streets and sidewalks," Zutaut added.

"If the tree belt — the space between the road and the sidewalk — were wide enough, then this is a perfectly good system," agreed Milton Baron, director of campus park and planning.

Baron said one of the primary considerations in building bike paths is the location of existing trees, plantings, fire hydrants and other obstacles that may conflict with path construction.

"We had to work the bicycle path into the existing features we had," he said.

Baron also said the curb-side bicycle lane has its merits.

"This admittedly is not the most ideal, but it gets the bicyclist segregated from the rest of the road," he said.

It is more difficult to keep the cyclist

segregated from pedestrians, especially since state law now requires curb cuts on all pedestrian walks to accommodate the handicapped.

MSU does have an ordinance prohibiting bicycles from using pedestrian walks, "but you could imagine the problems Public Safety would have enforcing that," Baron added.

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Cyclists creating confusion

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"I think the bicycle-pedestrian collision is the worst possible situation," said city councilman George Griffiths, who also happens to be an avid cyclist.

Griffiths is a proponent of the Burcham Drive proposal, which he said would get the serious bicyclist out onto the street and away from the dangers of using the pedestrian walk.

"But the arguments they (other council members) use against this are the same one I used against the sidewalk bicycle paths," he said.

The conflict between the cyclist using a pedestrian crossing and a motorist making a right-hand turn into that crosswalk is one of the main reasons to avoid encouraging the uses of pedestrian walks by bicyclists, Griffiths said.

Griffiths also said that the separate bike path system on campus is not so ideal to serious cyclists.

"It takes a continuous and constant concentration to keep your wheels on that path," Griffiths said. "I know a lot of cyclists who stay away from those things."

He added that the city could not realistically consider building separate bike paths anyhow, since that would at least require the tearing up of telephone poles and replacing them with underground cables.

"Which wouldn't be bad, but that is hideously expensive," he said.

Councilwoman Mary Sharp agreed that the city is more restricted in its solutions than MSU.

"We're stuck with the streets we have," she said. Sharp said that the evidence against the Burcham Drive proposal was pretty conclusive, but that she was not really sure what form a solution would take.

"The trend has been to mix bicycles with automobiles."

"I think public education is a major part of this," she said.

Sharp said part of that education would be useful is convincing some bicyclists that they are not just "subject to their own laws."



SN photo/Bob Kays

City and campus officials would be relieved if pedestrian-cyclist conflicts were only of this magnitude — but they are not, and discouraging sidewalk riding only changes the conflict, not eliminates it.

MSU: Bicycles + bicyclists Meridian Township, MSU dispute bike path

MSU VERTICAL FILE

By MICHAEL SAVEL
State News Staff Writer

Meridian Township has begun construction of a bicycle path on Dobie Road and in order to keep the path a safe distance from the road the township will have to obtain permission to skirt the property line of MSU's wildlife research area.

MSU officials said they will not grant permission to use the land as long as

Meridian Township has alternatives such as constructing the path on the other side of the road.

The University repeatedly turned down proposals granting easements, or permission to construct a seven-foot-wide bicycle path. MSU officials claim that a bike path on the property will damage the delicate environmental balance of the research area and will mean the removal of several large

trees, some of which are rare species.

Milton Barron, director of campus parks and planning said MSU deliberately built a fence around the property into the property line several feet to avoid cutting trees and will not allow the trees to be cut when there are other alternatives.

"We built that fence away from Dobie Road as a conservation measure," Barron said. "We will not allow removal of the trees

because it will mean considerably more disturbance to the ecological balance of the area."

Dobie Road runs from Grand River Avenue to Jolly Road and is the access road to several subdivisions which contain several hundred homes. It crosses Grand River Avenue about one mile east of Meridian Mall.

Dobie Road is first on the priority list for bicycle path construction in Meridian Township because of the dangers it presents to pedestrians and cyclists. A constant flow of traffic speeds down the road and people, mostly children, ride bicycles and walk to the Kinawa Middle School and Okemos High School. The road has no shoulders nor riders to use and it has been the site of several fatal accidents in the past few years.

Virginia White, Meridian Township clerk and resident of the area, said that MSU and Meridian Township have been good neighbors in the past and should cooperate on this issue.

"The road is just terrible," she said. "When I drive down it I have to dodge the kids; I cannot believe MSU."

"We should be good neighbors and work to save lives. Besides, MSU people ride bikes on the road just as much because so much of the staff lives in the area, so they should be concerned," White said.

Barron said MSU is not against saving lives or bicycle paths and he sharply criticized Meridian Township authorities for not looking to other alternatives, like the other side of the road.

"MSU was not invited to public discussion of the project or the planning sessions," he said. "The University must protect its own resources but will cooperate with communities in some situations."

"It is much easier for Meridian Township to come to a public agency like us instead of seeking easements from private land owners," he said.

Meridian Township officials claim they would cut few trees and must use the side of the road where the research land is for safety.

"Going to and from school it only makes sense to put the path along the research area," said Richard Conti, township supervisor. "We are concerned with saving human life and building it on the other side of the road will cause site problems for

drivers."

Meridian Township has begun construction of the path on the side of the road of the research area on a bridge over the Red Cedar River. Conti said the township is obligated to construct the path for the safety of the residents and he is going to continue negotiating with MSU.

"We are utilizing existing bridge abutments to save money, and we will build it on the right of way and hopefully MSU will have a change of heart when we come to their land," Conti said.

Jon Mills, director of engineering for Meridian Township said building the path on the other side of the road will double the costs.

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Meridian Township, MSU argue over bicycle path

(continued from page 3)

"Our first concern is safety but we have to think of money because we are a small community and must utilize the taxpayer's dollar to the fullest," he said. "On the other side we have the sewer line and the telephone poles. It is physically possible to build it on that side, but it is economically unfeasible."

The township will continue construction and will not reach MSU property until at least next year because a shortage of

funds will halt the project until next year's millage is approved.

Starr Keesler, asst. executive vice president of MSU, said the decision has been made not to grant easements and sees no plans to change it.

"As far as I am concerned a final decision has been made, and I maintain that the path could be built on the east side of the road," he said. "They have alternatives, we are not the bottleneck."

James Trosko, associate professor of human develop-

ment is a resident of the area and was hit by a car on Dobie Road.

"The University is being unreasonable. How can they reconcile human life to a wildlife preserve?" he said. "They are using scientific bullshit and hundreds of kids' lives are in danger."

The battle is going to continue with neither side willing to give in. In the meantime Dobie Road remains a serious danger to pedestrians and bicyclists who must use the road

to get to the schools.

Meridian Township is going to continue construction of the path until it comes in conflict with MSU's land and township officials are not sure what will happen then.

"Sooner or later we will have to obtain an easement and I don't know what will happen if we don't," Mills said. "The path, if we stay in the right of way, will come close to the road and even more trees will have to be removed."

MSU - Bicycles + bicycling WW 1976

Police curb bike thefts in spring

DOWN 45 PER CENT FROM 1975

MSU VERTICAL FILE

By ANN WILLIAMSON
State News Staff Writer

Spring term at MSU — warm weather, barbecues, baseball and beaches — seems to bring out the best in people.

It also seems to bring out the best in bike thieves.

Approximately 80 per cent of the total number of bicycles stolen on campus from July 1, 1975 to June 30, 1976 were reported to the MSU Dept. of Public Safety (DPS) during the months of April, May and June. In all, 408 bikes valued at \$40,554 were reported missing in the 1975-76 year — 193 of them, valued at \$18,793, disappeared in the spring.

Still, those figures brought a smile to the officers of the DPS when they were compared against the statistics of the previous year. Campus bicycle thefts were down 33 per cent from last year, when 606

bikes were reported missing, and this spring's 193 figure was a 45 per cent reduction from last spring, which brought on 353 bike thefts.

One factor helping cut down the number of bicycle thefts was the DPS's bicycle squad, headed by Sgt. Larry Lyon, which worked 16 to 20 hours a day patrolling the hot spots on campus against thieves. Prevention, recovery and arrest were the main objectives of the squad, according to Lyon.

"We're hoping that the decline in the number of thefts this year was due to our special squad and to the media's reporting efforts," Lyon said. "We want everyone to know we're out there."

"Last year 24 per cent of the total theft loss on campus was due to bike thefts, but that figure is going to be a lot lower this year because of our success this spring," he

added.

Cutting down bicycle thefts is one thing, but recovering bicycles once they are stolen is another. In 1975, the DPS recovered 12 per cent of the bikes; so far this year, 20 per cent have been recovered.

Recovery figures can be misleading, however.

"We recovered \$3,500 worth of stolen bicycles during April, May and June, but some of those were reported missing as far back as 1974," Lyon explained, "so it's hard to measure what our success actually is in any given time period."

The key to success or failure of the DPS's recovery efforts is whether or not the bicycle is registered with the University. Forty-five per cent of the bicycles stolen last year were not registered, which makes chances for recovery less than good.

"If a bike's not registered, there's almost no way we can get it back to the owner, whether it's recovered or not," Lyon said. "And just engraving a serial number on the bike doesn't do much good either, because only 14 per cent of the owners who had their bikes stolen could remember their serial numbers. You've got to register your bike to have any chance of recovery."

Bicycle thefts are not a new phenomenon to the University, but the motives, times of day and the style of thefts have changed in recent years.

According to Lyon, the DPS was able to recover approximately 90 per cent of all bicycle thefts reported prior to 1971. The reason — the thieves weren't really thieves at all.

"Before 1971, most of the missing bikes were taken by some person who happened to see an unlocked bike at one place, so he'd just pick it up and ride to wherever he wanted to go," Lyon explained. "We'd almost always catch up with him or the bike eventually."

By 1971, however, thieves began taking bikes not for joyrides, but for profit. A total of 825 bicycles, valued at \$48,000, were reported stolen in 1971.

The time of day in which bicycles are usually stolen has also been changing. Lyon said that last year during spring term, bicycles were most frequently reported stolen after 10 p.m. This spring, however, 31 per cent of bicycles thefts occurred anywhere from 8 a.m. to 10 p.m., with only 7 per cent stolen between 10 p.m. and 8 a.m. In 51 per cent of the reported cases, the time of theft was indeterminable because the crime was reported after a 24-hour

period. The remaining 11 per cent of thefts fell between the day and night period of 4 p.m. to 10 a.m.

Dorm bike racks are the scene of the bulk of the thefts, according to Lyon. Fifty-eight per cent of the thefts occurred in dormitory areas, with the Brody complex heading the list with 19 per cent of the total. The southwest dorms — Case, Wilson, Wonders and Holden — were the next popular areas for bike thefts with 15 per cent of the total, followed by the West Circle dorms with 10 per cent and all other areas experiencing 14 per cent.

When the DPS's special bike squad made their daily rounds, Lyon said, it appeared that 99 per cent of the bicycles were locked to the racks. When the police asked the owners of the bikes stolen in spring whether or not they had locked the bike, 79 per cent said they had and 14 per cent said they hadn't. Seven per cent said their bicycle had been taken from inside a building.

Putting bicycles inside dorm rooms or apartments will decrease the chances of theft, according to Lyon, but he stresses that the bike still be locked since "going inside a room to get a bike will probably be the coming thing among bike thieves."

Though the DPS is proud to announce that this year's value loss from bike thefts has been the lowest since 1971, they are not happy to report that stealing a bicycle today may be accomplished less conspicuously due to the one thing — the master key.

"In past years, most thieves would use bolt cutters to get the bike, but this year it's mostly key jobs," Lyon said. "They've discovered how to make their own key that can unlock almost any of the small or medium-sized locks on bikes right now."

With the right key, a thief can unlock a bike and ride it away in less than the amount of time it takes to read this sentence.

"We followed two 14-year-old suspects one time in the Brody area, and in the amount of time it took me to walk from one end of Bailey Hall to the other, they had a bike unlocked, got on and rode away," Lyon said. "It took them a matter of five seconds."

The best way to prevent your bicycle from being stolen? Get a cable chain and a

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Campus bicycle thefts

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good lock — one that costs at least \$25.

"Thieves can make almost any key for any lock, but to my knowledge, I don't think there's been a master key made that can pick a good lock quickly," Lyon said. "Buying a good lock doesn't always mean your bike won't get ripped off, but it means it's going to take somebody a longer amount of time to

get it — and if a thief can't get a bike within two minutes, he'll usually leave it and try another one.

Lyon said that thieves usually go after the 10-speeds, especially Schwinn bikes. Of all the 10-speeds stolen, 85 to 90 per cent are Schwinn, Lyon said.

*Bicycles + bicyclists
msu - Cyclists for a Cleaner America*

Bicycles out-pace autos in commuter race

By TONI PELLILLO
State News Staff Writer

Did you ever seriously consider trading in your Volkswagen for a Schwinn?

The results of "The Great Bike Race," a commuter contest sponsored on campus Tuesday by MSU Cyclists for a Cleaner America, make the idea seem practical, especially for North Campus drivers.

Seventeen teams of cyclists and auto drivers, complete with red ribbon armbands, left different University buildings amid rush hour campus traffic and "raced" to destinations on predetermined routes. The driver was to plot on a map the exact spot, if and where, he passed the cyclist.

Data compiled from race results showed that an average distance of 2.7 miles was travelled by cyclists before the auto drivers passed the bikes. One cyclist travelled 6.3 miles before his auto partner finally passed him. The fastest auto journeyed 1.3 miles before overcoming the slowest bike rider. Approximately one-half of the cyclists reached their destinations before their auto partners did.

A spokesman for race participants said bike riders peddled from campus to surrounding areas like Indian Hills Estates in Okemos and White Hills Estates in East Lansing. Some riders made it midway to the Capitol.

According to data given by MSU Cyclists for a Cleaner America, between 50 and 60 per cent of the people driving on campus live within a four-mile radius of campus or within bicycling distance. A group spokesman said he hopes the results from the "Great Race" will urge more people to bicycle, especially in the North Campus area, for health and environmental reasons.

None of the participants were professional cyclists. Bikes used in the race ranged from auction "specials" with coaster brakes to 10-speed bikes.

Among the contestants were Provost John E. Cantlon and Louie Bender, State News columnist. Their route was from the Administration Building (where Bender had conveniently parked his bike just seconds outside the door) to Cantlon's home on Rosewood Avenue in East Lansing.

Bender said he arrived at Cantlon's house first. Seeing he was in the lead, Bender proceeded on to M-78 and waited there for

about three minutes before Cantlon arrived.

The victory was an easy one, Bender said.

"I had forgotten how much fun it is to ride a bike," he said.

When asked whether he found the five-minute ride to be strenuous, Bender commented that he did endure some physical pain.

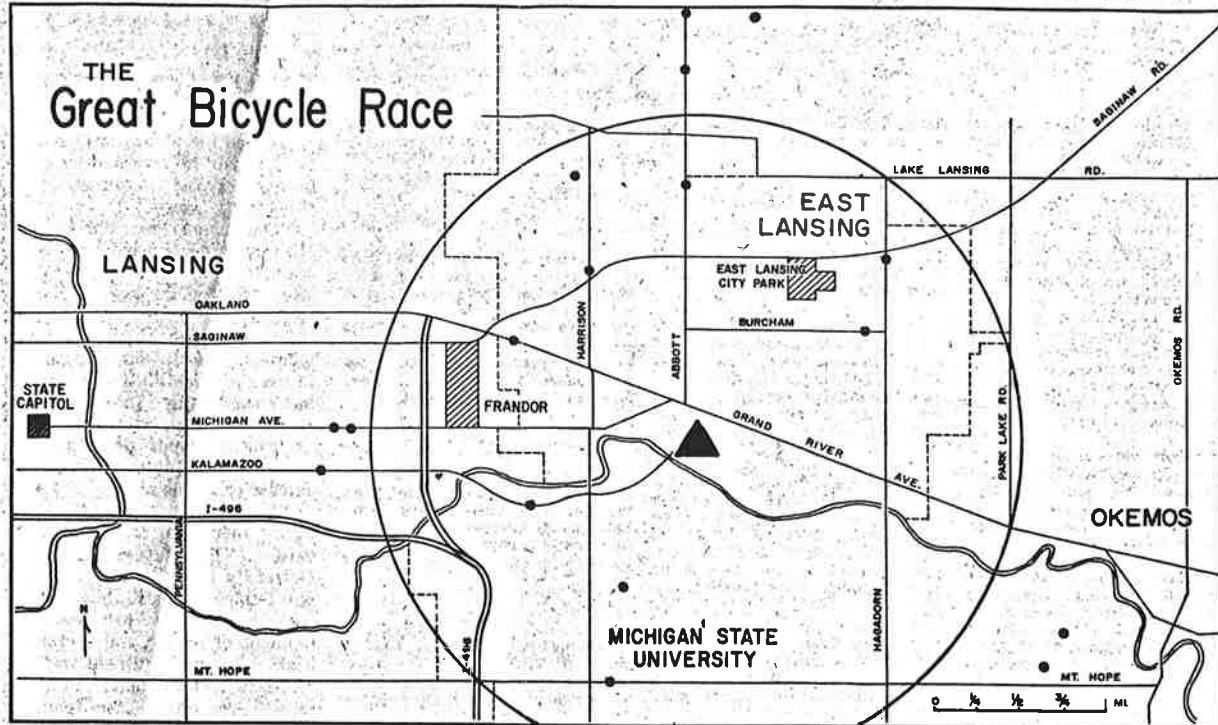
"Every single one of my toe nails hurts," he said.

The cyclists are now planning future races to increase their data sampling. The plans include a questionnaire survey on bicyclists' habits and behavior. Typical questions asked were: how often do cyclists use their bikes for transportation, does weather affect their cycling?

From such data, members hope to begin planning safe bicycle routes for travel in Lansing, East Lansing, Okemos and the surrounding area.

Improved cycling conditions on campus cannot be changed unless there is a significant increase in the number of bicycles used, a spokesman said. As of October, 1970, when maintenance workers took a count of bikes at MSU, 4,900 two-wheelers were found. In 1965, when the bus system began, there were about 8,000 bicycles on campus, he said.

MSU has one of the oldest campus bicycle path systems in the nation.

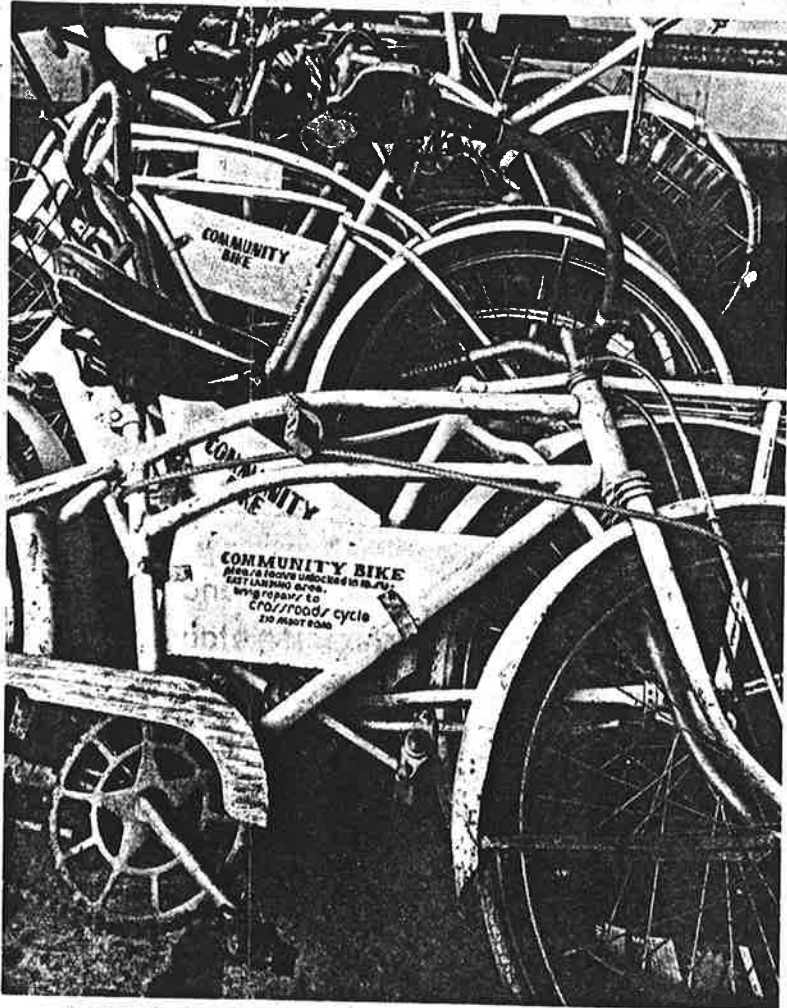


Two-wheeled, pedal-powered vehicles scored a clean sweep in "The Great Bicycle Race," run Tuesday amid rush-hour campus traffic. Competitors included 17 matched teams, each with a cyclist competing against an automobile driver following the same pre-determined route off campus. Dots on the above map, furnished by the sponsoring Cyclists for

a Cleaner America, indicate the exact points at which drivers finally overtook the cyclists. The triangle indicates the central starting point on North Campus. The circle represents the average area within which cycling is the faster means of transportation between the campus and residences in the surrounding area.

Effort renewed to keep free bikes in area

MSU - Bicycles & bicyclists 3-7-74



The remnants of John Belaski's community bike fleet were rusting quietly behind his Crossroad Imports store on Abbott Road before the city donated a new site for storage and repairs. The 15 white bikes were moved to shelter this week in the abandoned Citgo service station at Albert Street and MAC Avenue, which the city now owns.

State News photo by Dave Olds

By RON HEBERT

The first breath of spring has reawakened John Belaski's quest to provide free bicycle transportation for everyone in the MSU - East Lansing community.

Belaski, owner of Crossroads Imports and Crossroads Cycle, 210 Abbott Road, this week moved the remnants of his community bike fleet to new headquarters in the abandoned Citgo station at Albert Street and MAC Avenue.

He said the city government, which now owns the site, has authorized the Community Bike Project to use it for storage and repairs of the bikes.

The city also has agreed to assume ownership of the bikes for insurance purposes, and East Lansing police have promised to donate an unspecified number of unclaimed bikes, Belaski reported.

"The city has given us great support," he commented. "But we need more help from MSU."

Belaski wants the MSU board of trustees to show its faith in the project by agreeing to accept some of the bikes and to permit campus police to donate unclaimed bikes, but so far to no avail.

Robert Perrin, MSU vice president for University relations, said the trustees will

not take action on the proposal until public concern warrants it.

MSU campus police said current regulations prohibit

them from donating bikes to the project.

Belaski also wants ASMSU to make a donation to the Community Bike Project, but

the student organization has balked so far, he said.

Despite the lack of support from the University and the disappearance of all but 15 of the original 40-bike fleet, Belaski is optimistic about the program this year.

"Every beginning is difficult," he said. "In time things will begin to jell."

Belaski's dream is to have white bicycles waiting throughout the campus and city for the convenience of local residents.

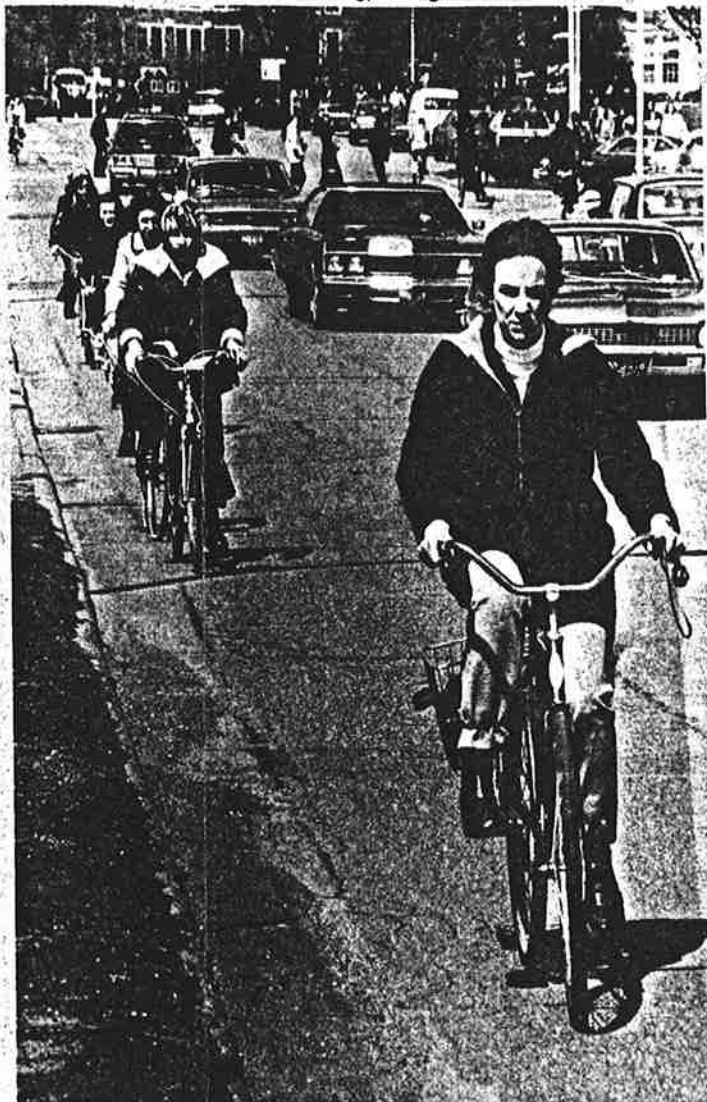
Last year, the original fleet quickly was scattered throughout the area, but many of the bikes never returned home.

Belaski has formed a nonprofit Crossroads Cycle Club to help operate the community bike project, but its membership is small.

"If this project is going to work, it's up to the students," he said. "We have tried to get support from city residents, but that hasn't worked so far."

In addition to owning the two East Lansing businesses, Belaski is employed as the fulltime director of the Tri-County Drug Rehabilitation Project.

The project operates a Lansing gas station which employs ex-drug addicts.



SN photo/Dale Atkins

Bicyclists may be in for some surprises this fall since the MSU Dept. of Public Safety started issuing tickets to bike riders Thursday. In an attempt to hold down campus bike accidents, riders will be ticketed for violating traffic regulations.

MSU VERTICAL FILE

MSU - Bicycles & bicycling

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Public safety officers issue tickets to violators of bicycling ordinances

By DENISE CRITTENDON
State News Staff Writer

To a bicyclist, fatigued from another class day journey, having to abide by traffic laws may be a heavy burden. But to MSU Dept. of Public Safety officials, breaking them is a legitimate cause for issuing tickets.

Thursday the department began issuing tickets for violations to surprised bicyclists. Last year 186 moving violation tickets were issued to bike riders.

In an effort to curtail campus bike accidents which have already totaled 3, two officers were stationed on campus during the last two weeks. They spent their days cautioning and reprimanding bicyclists failing to heed traffic laws.

Now that the warning period is over the department is ticketing and encouraging students to follow bicycle regulations. They say if followed, the regulations, which are governed by state and University ordinances, are effective in accident prevention.

Yet, despite University ordinances on bike safety, bicycling is fast becoming a hazard to students. For the 1972 - 73 school year, 74 bike accidents occurred. 31 of this total were recorded as nontraffic (between two bikes or between a bike and pedestrian). Accidents involving bikes and cars totaled 43.

In the '73 - '74 school year, the number of nontraffic accidents increased to 60 while accidents between a bike and an automobile dropped to 38.

Bob Bissell, vehicle officer director, said that though it is "equally dangerous at any time for students to ride bikes, careful observance of bike rules could help eliminate accidents."

Major Adam Zutuat, of the Dept. of Public Safety, said that 99 per cent of bike

accidents could be prevented by following the regulations.

He listed three primary accident causes:

- error on the part of the operator,
- violation of a specified law and
- mechanical defect.

Zutuat said there is a definite increase in bike accidents during the fall because new people arrive who are not familiar with the campus situation.

He said most of the campus bike accidents are bike to bike and bike to pedestrian which generally result from carelessness and a lack of caution.

Last school year, a very severe injury was received by a pedestrian who was struck by a bicycle, Zutuat said. The girl was placed in the intensive care unit at Sparrow Hospital in Lansing where she was treated for a fractured skull.

In another incident, two bicycles collided head on, near the south end of

the Library. One student was riding north to south down the sidewalk while the other student rode east to west on a bike path adjacent to the Red Cedar River. One of them was treated for fracture of the left shoulder.

Zutuat noted that bike paths which parallel a sidewalk are particularly dangerous spots. Another high accident zone is where a bikepath crosses a crosswalk.

Adding to the danger, some students will ride the wrong way on a bike path or ride against the flow of traffic in the street, he said.

Sgt. George Groll of the Dept. of Public Safety said one of the major safety rules for bicyclists requires him to follow the bikepath.

"We advocate use of the bikepath but when students do use the street, they must abide by the same rules as cars. That is a state law," he said.

"Most of them use bike paths but there are a number going the wrong way around the Circle (near Campbell Hall)," Groll said. "This is prohibited, and students will be issued moving violations for disobeying traffic laws."

The addition of curb cuts, (sites where the pavement evens out with the street near the curb), has encouraged bicyclists to ride on the sidewalk, Zutuat said. But while the curb cuts have not contributed to accidents, he said he would like to impress on students that they were designed for the use of handicapped students, not bicyclists.

The University ordinances pertaining to bicycles include:

- Every bicycle possessed on campus must be registered in the University Vehicle - Bicycle Office, Quonset 103, for a fee of 50 cents. Off campus students owning bikes must register them with the East Lansing Police Dept. at City Hall;

20 PLANNED FOR MSU

Bicycles donated to city

MSU Bicycles + bicycles to

By LINDA SANDEL
State News Staff Writer

East Lansing residents who have to get someplace in a hurry and don't have a personal set of wheels may soon be able to jump on a community-owned bicycle and pedal to their destinations.

After the trip is completed the newly-painted white bicycle need only be left for any other person who happens to be in need of transportation.

Twenty such community bikes were presented to the East Lansing City Council Tuesday by John Belaski, owner of Crossroads Cycle, who is the driving force behind the community cycle idea. And Belaski plans to give 20 more bikes to MSU.

For the past seven or eight months

Belaski has been buying used bikes, old bikes and bikes in need of mechanical attention.

He and volunteers from the Crossroads Cycle Shop, 210 Abbott Road, have spent their own time repairing, painting and mounting signs on the bikes explaining that they are free and available for community use.

All the sign requests is that the bicycles are left somewhere in East Lansing or on the MSU campus for other people to use.

"What I really want to emphasize is that this project has been a community effort," Belaski said. "Many volunteers from the community, my store staff and the city government have given much time and hard work to the project."

Belaski said he wanted to do something for a community that has been good to

him both personally and in business during the past five years.

"I wanted to say thank you to East Lansing," said Belaski. "I love biking. It's nonpolluting, healthful, noncongesting and good exercise. Maybe it's idealistic of me, but I'd like to share some of that fun with this community."

City council accepted Belaski's potential solution to city mass transit problem calling it an exciting gift.

He also plans to increase his free fleet by giving MSU 20 community bicycles in the near future, but is not sure what campus unit he should approach to make the offer.

Several volunteers have talked with the MSU Dept. of Public Safety on the possibility of obtaining bikes from the salvage yard for the community system, but details have not yet been worked out.

Some legal problems involving the community bikes and city or University liability remain to be solved.

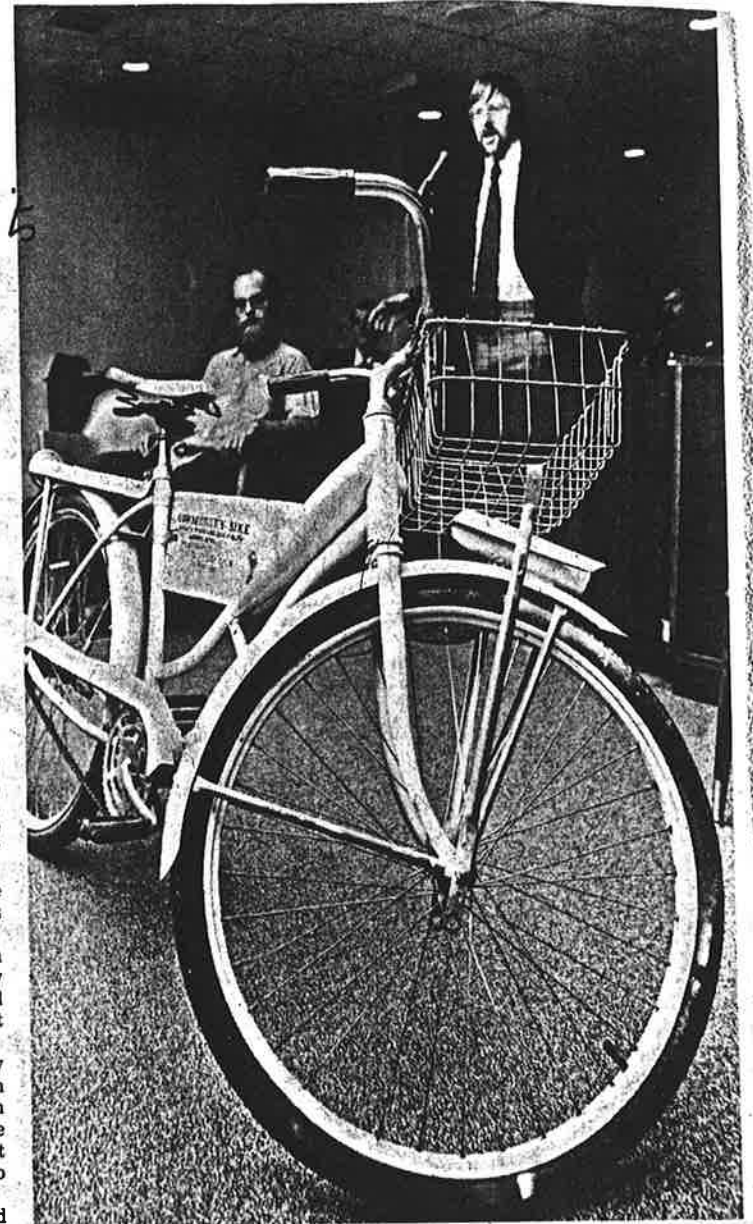
Belaski said he does not believe bicycle ripoff will be a problem because the bikes are old.

"Two other cities, Copenhagen and a small city in Canada, have successfully used this program and solved legal problems," Belaski said. "I'm sure East Lansing can solve them too."

Belaski discovered the community bicycle idea after spending several years in Copenhagen. The success of the program there, his interest in community service and a firm belief in the positive effect business can have on a city led him to push the idea in East Lansing, he said.

Model Cities of Lansing has contacted Belaski about the possibility of using the program in the model cities area to improve transportation and stimulate community feeling.

Belaski believes that people could help solve urban transit problems by parking their cars on the edge of the city and riding bicycles through the city center, which would be off-limits to all cars.



Anybody's bike

John Belaski, standing, owner of Crossroads Cycle Shop, speaks at the Tuesday city council meeting where he donated 20 bikes to the East Lansing community. The bikes will be parked around the city, available to anyone needing transportation.

State News photo by Dave Mendrea

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Students find bargains at bike auction

By MARK DIXON

Fifteen-year-old clunkers and last year's 10-speeds. Rusty ones, bent ones. Bikes with flat tires, bikes with no tires. Bikes with hand brakes, foot brakes, no brakes.

The University routinely collects the lost, stolen and abandoned bikes that litter campus and then auctions off the unclaimed ones.

"Pretty rusty?"
"Yeah."

"22's got a busted fender. Forget 22."

The first bike is sold in less than a minute. The sing-song chant of the auctioneer, Fred Kletke, ends the sale seconds after the bike is put on the block. Bikes and their new owners begin rattling up and down the nearby street.

and silver model. She paid \$3 and laughed, "It sure beats car insurance."

Perhaps it is the knowledge that new bikes sell for \$150 and \$200 that instills such glee in the customers. The idea of walking away with a bicycle for four, five or six dollars strikes most as funny and a wave of laughter runs through the crowd each time the auctioneer yells, "Sold!"

"Five dollars!" says one woman. "I can't believe it! I bought a bike for \$5!"

LCC student Steve Davidson, 615 Sycamore Lane, paid the comparatively astronomical sum of \$41 to equip his wife with a green and white bike. He said he had been waiting to bid on that particular one.

"Look at that thing!" he exclaimed. "Not a bit of rust on it! It's got a light and hand brakes. It's fantastic!"

An envious loser glanced at Davidson's prize and commented, "Yeah, I wanted that one, too."

Now and then, while the crew tries to clear away the sold bikes, the auctioneer will flash handfuls of watches, rings and several pairs of binoculars. Five dollars for three watches. There is a brief battle over the binoculars and then they are gone.

"I wonder if they ever auctioned off that old umbrella I lost?" one student mutters to no one in particular.

Another bike is sold. Two dollars. The new owner smiles sheepishly at the hooting crowd.

"I'm not proud," she says. "I'll ride a wobbly, rusty, old no-speed bike. It beats walking."

Oohs and aahs greet the black and silver Japanese 10-speed Kletke brings up next. He laughs.

"Quit your drooling!"

One entrepreneur with bikes to sell makes the most of the bike-conscious crowd. He parks his station wagon outside the gates, pulls out two serviceable, if less-than-beautiful bikes and hangs a "\$5 each" sign.

It doesn't take long.

Steve Welton, 1024 Waters Edge Drive, is elated as he stuffs his purchase into his trunk.

"This is going to be great for going to and from class," he says. "I used to have an old clunker and it just fell apart."

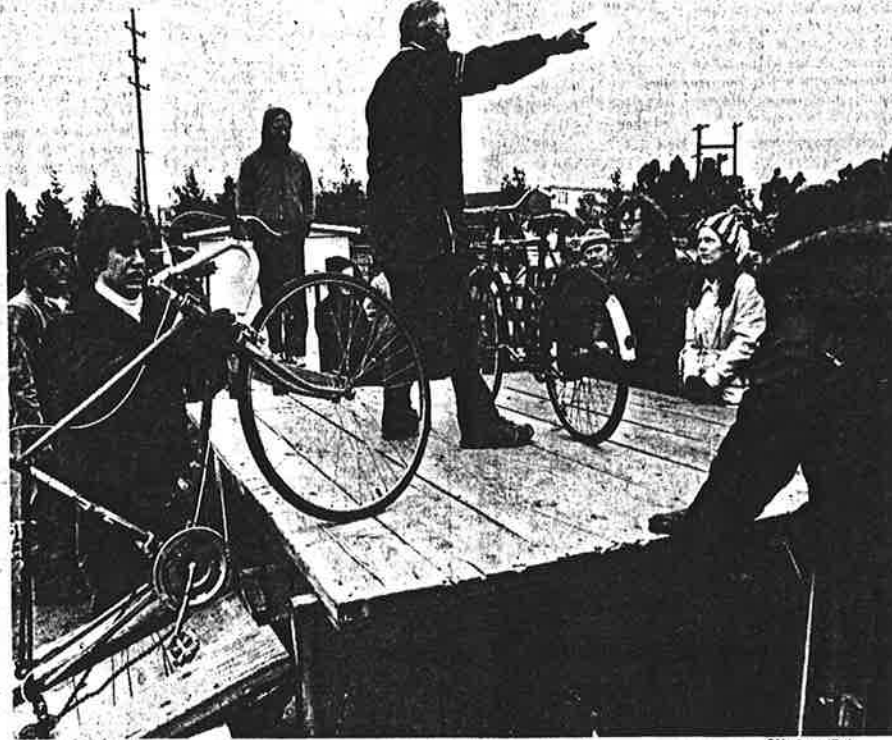
"This is a lot better than most of the bikes they're selling in there. I saw one guy try to ride off on his. The chain broke. He paid \$15 for it."

Though it helps pay his salary, auctioning off 1000 lost, abandoned and stolen bikes every year infuriates Kletke.

"Can you imagine? 1000 bikes every year! Just because these kids won't lock them up. It's absolutely uncalled for! I sold one bike off this block five times. It just kept coming back."

"We usually do this four times a year," he says. "We've got nearly 200 bikes this spring so we had to divide the lot in half. About 80 or 90 bikes is about all we can do at once. My voice won't take it."

Kletke's advice aside, most of Thursday's buyers don't plan to lock the bikes. One student commented, "It would cost more to buy a lock than I spent on the bike."



SN photo/Rob Kozloff

Sold! MSU employe Fred Kletke auctions off abandoned bikes at the MSU salvage yard Thursday. Nearly 100 bikes in various states of

disrepair were sold, some for as little as \$5. What you see is what you get!

It sold 90 of them Thursday. About 150 people showed up at the MSU Salvage Yard at Harrison and Jolly roads hoping to grab a bargain.

Before the auction begins, they mob around the jammed bike racks, swiveling handlebars, testing brakes, squeezing tires, checking the quality.

"Any of 'em any good?" someone asks.

"Most of them need new tires on 'em."

"C'mon, folks. We're not here to drag this thing out. If you see something you want, speak up."

"We've got 90 bikes here and I want to sell one a minute."

Charlene Parry, a Lansing housewife, came looking for a cheap way to get around her neighborhood and to the store and back.

"My maximum is \$20," she says. "I marked down a few before they started, but they all went over \$20 so I let them go."

Parry eventually walked away with a moderately rusted blue

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Bike co-op peddles lower prices to area

By RALPH FRAMMOLINO

State News Staff Writer
At a point when bicycle conscientiousness is strong, students and the East Lansing community can save money by taking advantage of a newly formed bike co-op.

The Community Bike Co-Op, 211 Evergreen Ave., is a nonprofit, consumer-owned bicycle shop that aims to provide the East Lansing area with lower prices and community education and safety programs.

"Basically you are talking about an organization trying to provide East Lansing with an alternative," Thomas Moore, treasurer on the temporary board of directors of the co-op and shop proprietor, said.

"We are particularly interested in an educational approach," he said. "We felt with the bike fad that a lot of people were being ripped off."

Social experiment

Moore, who is the only paid worker at the shop, said that the bike co-op was a social

experiment of sorts involving those with a sincere interest in bicycles.

"Definitely, one of our goals is better prices in the East Lansing area," he said. Moore said that the co-op may be able to provide prices roughly 20 per cent below those charged in other bike shops.

"There are four places where the co-ops save money," J. Jacob Winds, chairman of the temporary board of directors, said. "First, a lot of work is done by

members on a volunteer basis. Secondly, there is bulk buying. If we get up a large enough

order for a bike, we can get lower prices. Thirdly, there is less of a business risk, and what risk there is, is spread over a large number of people. Last, cooperating with other co-ops can result in money savings."

Shoestring basis

The shop, when in full swing, will be run on a shoe-string basis to keep costs down to a bare minimum. The rent for the building is \$30

a month, Winds said. Official employees will be paid for their services.

"In our constitution, we will have a bill of rights," Moore said. The stipulations of this bill of rights will be to pay employes their worth and to prohibit unfair pricing, he added.

The co-op is not only interested in bike and accessory sales but also plans to conduct a series of workshops, Winds said. These workshops will deal with bike

repair, buying bikes, riding safety and tours.

Customers' benefits

"A much bigger goal is a shop that is owned by the customer, services customer needs and uses any profits for the benefit of the customers," he said.

"Co-ops are not necessarily nonprofit organizations," he explained. "A co-op has to put aside adequate financial reserves for the replacement of equipment, expansion and development of services, and education of the public.

Anyone can become a member of the co-op by paying a \$5 lifetime membership fee. This enables the person to have a vote in all co-op affairs. Along with this, the member receives a 10 per cent discount off the already lower prices.

Members get 1 vote

The co-op is also seeking contributions and taking loans to help get started.

Unlike owning shares of stock, each member in the co-op, no matter how much money or what kind of

membership he or she has, is entitled to only one vote.

"I don't think it will work too well," Allen Stonehouse of East Lansing Cycle, 1215 E. Grand River said, assessing the co-ops chances. He said that it would take a great deal of capital in order to get the business started.

Vaughn Vandecar, proprietor of College Schwinn, 144 N. Harrison Road, said that the co-op may be able to get some bikes, but others, such as Schwinn's, are sold on a franchise basis and would be inaccessible. Because of this, Vandecar does not see the co-op as a direct threat to his business.

Recession major factor

"I'm in the retail business and I don't know how long a deal like that can survive," Vandecar said.

Vandecar also said that bicycles are going down and recession is a major factor.

Charles Hurd, employe of Van's Bike Shop, 507 E. Shiawassee St., said that the co-ops proposed lower prices would not matter so much in

the area of bike accessories, but could make a significant difference when people are looking to purchase a bike.

Moore does not see starting the bike co-op in the winter as a disadvantage. "There will be less customers and we can get started slowly, and it would be easier to get parts."

Current membership 20

The current number of members is 20, with an expected increase to 70 in the next few weeks, Moore said.

"I think people are turning to co-ops," Winds said. "There have been 2,000 food co-ops that have been started in the last two years around the country."

"I've always been attracted by the idea of a co-op," Ralph Ellis, also on the board, said. Ellis and Moore both worked at the Crossroads Bike Shop before starting the co-op.

"My own feeling is that I don't like to break my back and sweat for someone else's pocketbook. If I do work, I like the benefits to go to a group of people," he said.

MSU Bicycles & bicyclists 11-5-76
Bicycles laws explained; officials say strict enforcement beginning

By JOE SCALES
State News Staff Writer

To the bicyclist pedaling his way to a cleaner environment, the automobile is often looked upon as a hulking mass of machinery waiting for an opportunity to flatten any unprotected bicycle that gets in its way.

To the motorist, the bicycle is like some large metal mosquito, zinging in and out of traffic and keeping the driver's braking foot in constant action.

To the Dept. of Public Safety (DPS) and the East Lansing Police Dept., the bicyclist-motorist conflict is one that too often has a disastrous ending.

In order to control the recent increase of bicycle accidents on the MSU campus and in East Lansing, both police departments said they have started to strictly enforce the present bicycle ordinances and will continue to do so in the future.

East Lansing has also enacted several new ordinances, Sgt. Greg McDonald of the East Lansing Police Dept. said. He said they were made "to stop the like accidents and thefts" occurring there.

The new ordinances went into effect last Saturday and require bicyclists to operate under more stringent regulations. Bicyclists in East Lansing are now required to register their bikes, have pedal reflectors and tire sidewall reflectors or spoke reflectors if riding at night, and also to identify themselves if caught violating traffic laws.

To help prevent thefts, bicyclists in East Lansing are now required to lock their bikes if they are parked or left unattended in public places and must not park bikes in places designated for motor vehicle use.

McDonald said the East Lansing Police will be impounding and ticketing any bicycles violating the new ordinance.

Major Adam Zutaut of the DPS said the University police have given bicyclists about twice as many tickets for traffic violations this year than for the same time period last year.

He said most of the tickets were given for disobeying traffic controls, such as running stop signs or signal lights. By law, bicyclists operating on the road are subject to the same regulations as automobiles.

Under the MSU bicycle ordinance it is also unlawful for bicyclists to ride more than two abreast on the road or to ride on the road when there are bike paths available. The MSU ordinance also says that bicyclists are not to ride on pedestrian sidewalks "unless walking the bike."

Where bicycle paths cross pedestrian sidewalks, the bicyclist is required to yield to pedestrians.

Zutaut said the bicycle accident rate has skyrocketed this year and he attributed most of the accidents to "general carelessness" and "irresponsibility" on the part of the bicyclists.

"They are ignorant of the law," he said. "They haven't taken upon themselves the responsibility to learn. I don't want to give the image that it's always the bicyclist's fault, but we don't have as many situations where the motorist is as irresponsible of others' rights as are the bicyclists."

"A lot of these accidents between bicycles and cars are caused by bicycles running out in front of cars," Zutaut said. "You have the same problem with bicycles running into pedestrians and even other bicycles."

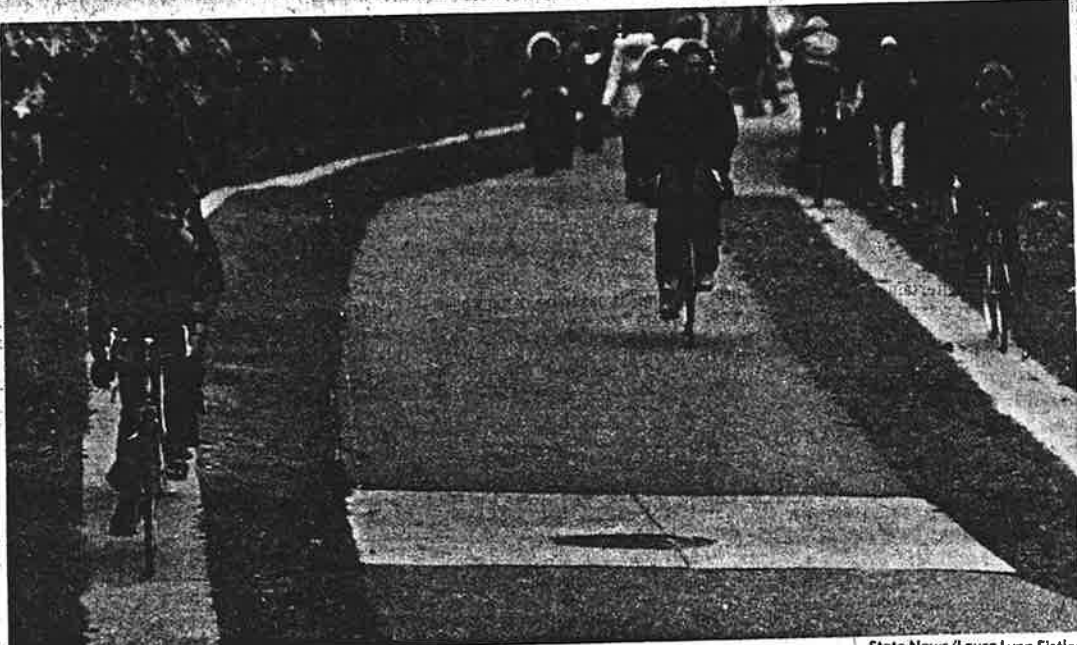
The DPS Traffic Bureau said that between July 1 and Sept. 30 there have been a total of 30 bicycle accidents compared to 11 for the same time last year. Of those 30 this year, 11 involved a personal injury from a bicycle-car accident on the road, compared to one of the same type for last year.

The remainder of accidents either did not involve an injury in a car-bike accident on the road or involved bicycles and other bicycles, pedestrians or curbs.

Zutaut said that in the past the DPS did not enforce the ordinances strictly, instead relying on warnings and educational pro-

grams to curb accidents. This year, however, the DPS will be enforcing the regulations because, accord-

ing to Zutaut, "we have found that the educational and warnings route has not worked."



State News/Laura Lynn Fister

There's a right way and a wrong way to ride a bike on campus.

MSU - Bicycles + bicyclists

'U' bikers place first in race

By DOROTHY NEATON

The Pepsi Cola-Wolverine Bicycle Marathon got off to a wet start Saturday as drizzling rain and strong winds greeted the participants in the 16th annual 200-mile bike-a-thon at Detroit's Belle Isle.

Miserable weather and strong winds failed to discourage participants from as far away as Italy and Norway, some of whom were as much as 71 years old. The 47 students representing MSU in the marathon weren't bothered a bit by the damp conditions, as they placed first in the three categories they entered.

More than 4,000 cycling enthusiasts turned out early Saturday morning for the start of the marathon and 129 diehards were recorded still rounding the track in the small hours Sunday morning by gate marshals.

Detroit Mayor Coleman Young officially kicked off the

marathon, which began with a five-mile celebrity lap.

Setting the pace for the cyclists were such well-known athletes as Roger Young, former National Cycling Champion, and gold medalist in the Pan-American games, Sheila Young, 1976 Olympic speed skater and former National and World Cycling Champion; and Kevin Johnson, National Cycling Champion in the Mid-Get Boys division.

Starting at the Casino Building, the cyclists followed the east shore of the island to the opposite end, then circled back through the island's interior and returned to the starting line.

At 10 a.m. the noncelebrity participants pressed through the starting gates and the marathon was finally in full swing. Eager cyclists jockeyed for positions in the initial press of bikes and bodies. By the end of the first lap, the pack had

thinned into a writhing snake-like form. The speed and capabilities of the different cyclists had become apparent.

A continuous drizzling rain and a buffeting wind slowed the pace and weakened the stamina of the bikers. Because of the strong wind, the route was reversed at approximately 6:30 p.m. Saturday.

During the hours of intermittent drizzle and downpour, an undaunted marathon official kept up a cheerful banter with helpful weather reports like "don't give up yet folks, the weather is clearing in Oklahoma."

Tired, mud-splattered bikers pulled into the gates. Some of them only waited to have their

lap numbers stamped before going on to the next five miles.

All age groups were represented at the marathon. Nick Feldman, 70-years-young, has averaged five thousand miles a year since retiring. Last March, he cycled 1,500 miles in nine days in an event on Belle Isle to celebrate his 70th birthday.

As the day wore on, the

number of people riding the course slacked off considerably. With the daylight diminishing, cyclists began sticking together in groups and flicking on lights.

Sunday morning at 9:45, the final lap was started, led by Feldman and Ed "Foxy Grandpa" Delano, 71, from Berkeley, Calif.

The end of the marathon was

signaled as Feldman and Delano showed up back at the starting line, with 149 cyclists still on the course.

Patches were awarded to bikers traveling 25 miles in under three hours, 50 miles in under five hours, 100 miles in under 10 hours and 200 miles in under 24 hours.

The sun momentarily peeked out from behind the clouds as prizes were awarded in 12 different categories. Five MSU riders were awarded plaques for first place in the best riding group and best riding school. They also won a third-place plaque for largest group participation. MSU's 47 riders totaled 35,000 miles.

MSU - Bicycles & bicyclists 6-23-75

Police at a loss to stymie bike thieves

By BRAD MARTISIUS
State News Staff Writer

Only a cable and a broken lock remained after Bob Stark's bicycle was stolen in broad daylight Tuesday.

Frequently that is all that is left to remind theft victims of the expensive bicycles they once owned.

About \$49,000 worth of bicycles were stolen at MSU last year, but Major Adam J. Zutaat, commander of the MSU Dept. of Public Safety (DPS), said the figures for this spring term alone approached those for all of 1974. Three hundred and eight bicycles worth \$31,869 were stolen from March 27 to June 15. Forty-six of those have been recovered and 23 arrests have been made.

Every day, about 10 MSU students are left with only mangled locks and chains as mute testimonials to what many police call the biggest crime problem on college campuses. Bicycle thefts accounted for 16 percent of all thefts reported at MSU last year and they represented 22 percent of the dollar value stolen. The problem is aggravated by the fact that less than 20 percent of stolen bicycles are ever recovered.

Zutaat added that the average value of the stolen bicycle last year was \$84 while the average value of the recovered bicycle was \$65, indicating that the cheaper bicycles are usually recovered.

"Everybody seems to be stealing bicycles," Zutaat said. "There's just no

way we can keep up with all of the thieves."

Zutaat offered no explanation for the dramatic increase in bicycle thefts this year except to note that bicycles are often easy for thieves to steal.

Zutaat said theft reports for Tuesday and Wednesday were typical. Twenty-two bicycles were stolen on those days with a total value of \$2,800.

"It's been going like that since spring term," Zutaat said. "We've tried to run surveillances of some areas, but we just

"The shame of it is that it's usually only the more expensive bicycles that get stolen. You pay that extra money for a reduction in weight and then you have to turn around and carry a heavy chain." — Ralph Sanderson, local bike shop owner

haven't had much luck."

Zutaat said it is difficult to run surveillances because of the many bicycle racks on campus and because the thieves will hit anywhere.

"There aren't enough police on the force to stop all the bicycle thieves we have to contend with," Zutaat said. "The only solution most of the time is to try to slow the thief down by making work as hard as possible to steal any bicycle."

He said that heavy cables and pick-proof locks would make it impossible for all but the most well-equipped of potential thieves to steal bicycles.

"A lot of the thieves are just kids who come from Lansing to steal the bicycles on campus," Zutaat said. "They can be stopped fairly easily."

Methods used by the thieves range from simply riding off with the occasional unlocked bike to using three-foot boltcutters to break even the toughest lock and chain.

"Thieves are clever," Zutaat said. "We had one case where the thief used dry ice on a new type of super-hard metal lock. When the lock got cold, he just hit it with

a hammer and it shattered like glass."

Stark's bicycle, a \$160 10-speed, was stolen by one of the most common methods. The thieves used a boltcutter, a tool that looks like pruning shears and is available in sizes ranging from six inches to four feet long. Most locks can be broken in a few seconds with boltcutters.

A medium-sized pair can be concealed in a backpack and are strong enough to break most cheaper locks and chains. A large set of cutters will cost about \$40, but can pay for themselves quickly.

Ralph Sanderson, owner of the Velocipede Peddler bicycle shop on East

Grand River Avenue, said there is no foolproof way to stop a determined or a professional bike thief. However, he recommends using a cable instead of a chain and he thinks people should invest a little extra money in a quality lock.

"Cables can't be cut as easily as chain because the strands tend to flatten out instead of break," he said.

"The shame of it is that it's usually only the more expensive bicycles that get stolen," he said. "You pay that extra money for a reduction in weight and then you have to turn around and carry a heavy chain."

Sanderson believes the problem would not be as bad if people were less willing to buy hot bicycles.

"Anytime you see a bike offered for sale at a ridiculously low price, you have to know it's stolen," he said. "But people buy them anyway, so the thieves always have a ready market."

Zutaat's experience indicates that many of the bicycle thieves take orders and fill them.

"We've arrested people that were practically running bicycle stores in their rooms," Zutaat said.

He said stolen bicycles are often difficult to identify because they can be repainted, their parts can be interchanged and serial numbers can be removed.

Finally, if the police are lucky enough to catch and arrest the thief and the case is not against a juvenile or plea-bargained

away before the trial, experience has shown that thieves get off with light penalties.

"Typically, it takes three convictions to put a person in a state prison," said Raymond Scodeller, the Ingham County prosecutor. "Thieves are usually put on probation with the first conviction. They know how much they can get away with. There is very little deterrent value now because of the way the courts are

handling these cases."

Police and bicycle dealers agree that the best way to deal with the bicycle thief is to stop him before he can steal anything.

"If you've got a \$150 bicycle, it's stupid to try and protect it with a \$2 lock and chain," Zutaat said. "You should figure on spending \$20 to \$30 for protection."

"The more difficult it is for the thief, the less likely it is that your bicycle will get stolen."



SN photo/Dale Atkins

With the number of stolen bicycles up almost twice over last

MSU Bicycles & Cyclists Packs of pedalers hit streets

By JEFF MERRELL
State News Staff Writer

Now, some people think that bicycles are just two-wheeled gizmos that kids have an inborn infatuation with. Well, it ain't so.

Bikes are as varied and unique as the people who ride them. Some bikes are young, firm and shiny. Some are worn, with shaky fenders and flecks of rust.

Some are thin and fragile. Some are plump. Some are just down-right expensive looking. And some should have been put out to pasture long ago.

But regardless of shape or appearance, on July 4, 1975, every last bike — down to the dingiest Huffy — was king for a day. It was Bike Day in East Lansing.

And on Bike Day packs of pedalers pumped their cycles around the Easy Rider course in the early afternoon sunshine, seeking a prestigious Bike Day certificate that immortalized the miles and effort put in that day.

There were occasional stops for a sip of official water, or neighborly Kool-Aid or a quick glance at the bicycle some enterprising homeowner displayed for sale on his conveniently placed front lawn at one of the turns on the course.

And there were several queries as to who designed the tour — and was thus responsible for the ego-breaking hill at the end of

the course.

But late in the afternoon, the Easy Rider excitement subsided. The bikes stopped whirring. It was time for The Race.

An assortment of semi-serious bike racers and heroic fathers took off in a one hundred yard dash to their bikes and began the 15-lap, 25-mile test of endurance, becoming only occasional blurs to the spectators.

Well, some were blurs. Some were maybe just a little fuzzy, if you squinted your eyes.

But the sometimes-not-so-racey pace was all for the best, as it allowed time for the crowd to catch a few desperate comments from a few desperate cyclists.

"I gotta cold beer waiting at the top of the hill."

"WATER!"

"My seat is sinking."

And the most popular, "How many laps have I got to go?" When it ended, the finishers were proud — simply because they finished 25 miles riding a 25-pound machine on a hot summer day.

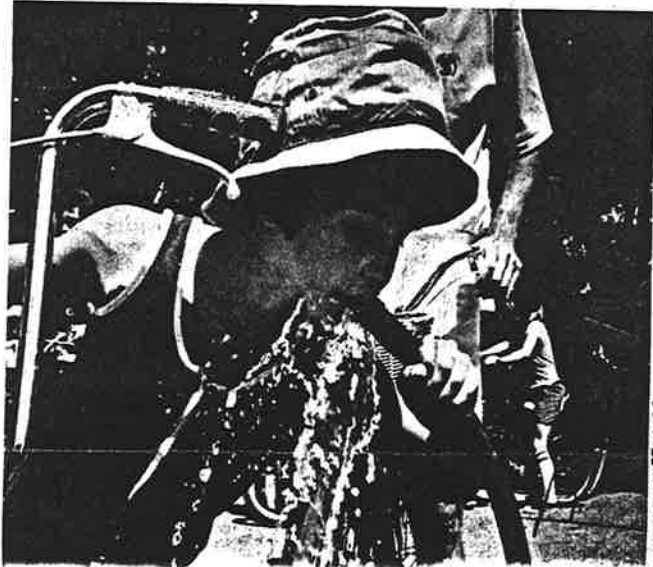
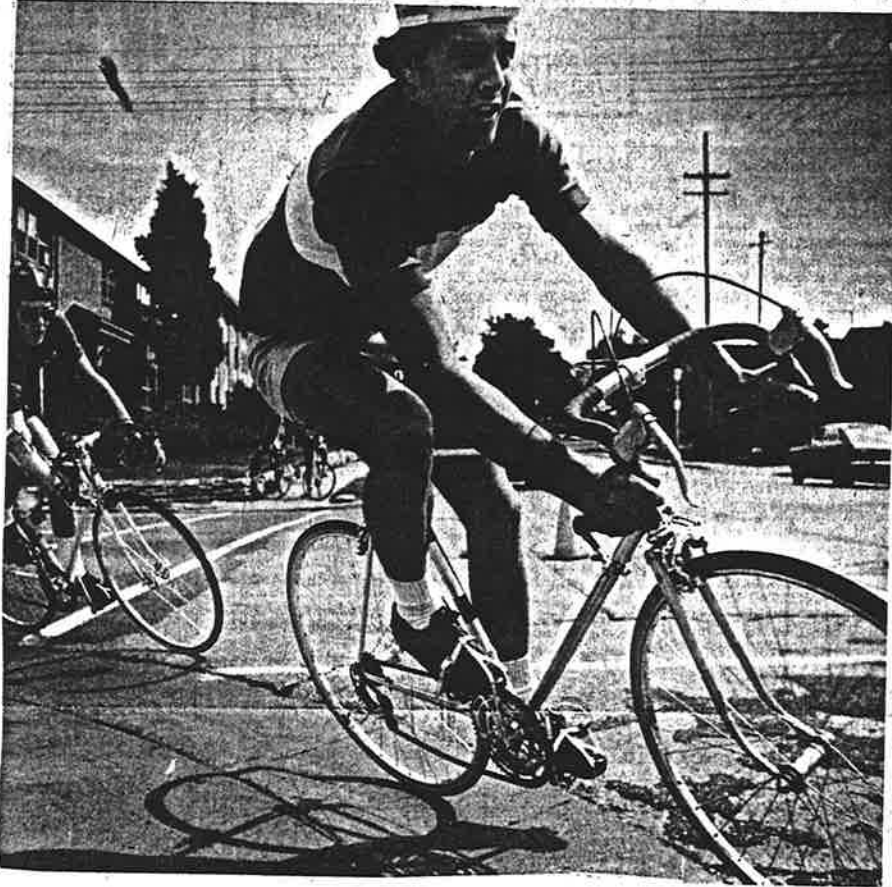
Oh yes — the winner was Jeff Glasscock, who rode from Jackson the day before the race.

"I thought that was a bigger accomplishment than winning the race," he said. "Jeez, that's 80 miles."



SN photo/ John Martell

Jeff Glasscock (above) takes a breather after pedaling to victory in the 25-mile race, which he finished in one hour and 14 minutes. Shortly before that, a weary racer, (left) was still cautiously negotiating the tight turn at the corner of Alton Street and Burcham Drive. But it was not only the race participants who spent their energy, as testified, by one dry Easy Rider (below) who gets a refill at one of the official water stops along the Easy Rider route.



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MSU - Bicycles + bicyclists
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Students find fun, hazards of cycling

Bike day becoming tradition

For the last three years East Lansing residents have been participating and enjoying an event that is becoming as traditional as Independence Day.

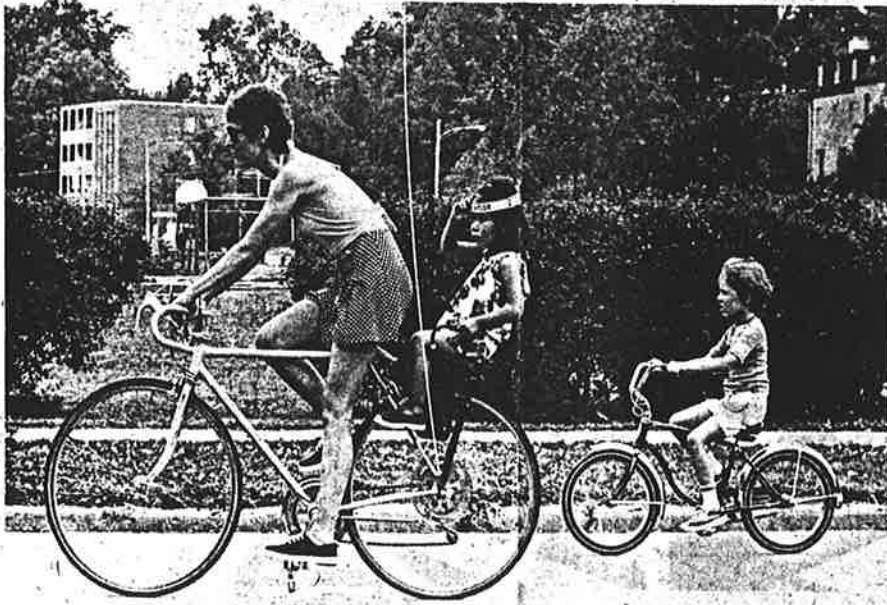
Not surprisingly it takes place on Independence Day.

It's Bike Day, and every year since 1972 hundreds of residents riding everything from two-wheel clunkers to the finest 10-speed racing bikes take part in the races, tours and contests held on the Fourth of July.

This last summer the day's events were cut short by a heavy rainstorm.

The main event last summer was the "Easy Rider" tour of the city. About 400 people took part in the three-mile tour — before the heavens opened.

And residents are eagerly awaiting next year's Bike Day which will be, like all the rest guaranteed fun.



Takin' it easy. These East Lansing residents joined with almost 400 others who took part in the Easy Rider tour last July 4 on Bike Day. Bike Day, now three years old, has become an annual event in East Lansing.

SN photo/Craig Porter

Bike thefts plague area; bicyclists need permits

The fastest and easiest way to get around campus is the bicycle.

But there are a few things students should know before they take to the road on their two-wheeled wonders.

University policy requires that all bicycles ridden on campus be registered, with either an East Lansing or University permit, or else they can be impounded.

Bicycles can be registered during fall registration or at the Dept. of Public Safety Quonset 104. East Lansing permits can be obtained from the East Lansing Police Dept.

The biggest worry for bike owners is bike thefts, though they have been declining in recent years.

"Bike thefts peaked about two years ago," said Richard Bernitt, MSU director of public safety.

Bernitt said the best way to prevent thefts is to make sure the bike is registered, always lock it through the frame — not

the wheel — and always be alert for people who are walking through bikeracks eyeing bikes and report them to the police.

If a student has his or her bike stolen, the student should report it to the campus or East Lansing police immediately. Police also say it is easier to recover bicycles that have been registered.

Many students, to help alleviate worries about bike thefts, keep their bikes in their residence halls; a violation of a University ordinance requiring bicycles to be stored in bike racks. But the ordinance is apparently not heavily enforced.

Another big problem area is bicycle safety.

"The automobile, bicycle and pedestrian in an unhealthy mix," Bernitt said.

Bicyclists are required to obey the same traffic laws as automobiles and should use bicycle paths wherever available.

Michigan State News, East Lansing, Michigan

MSU - Bicycles & bicycling 4-19-76

DPS forms bicycle theft squad

By JOE SCALES

State News Staff Writer

The MSU Dept. of Public Safety (DPS) has created a special detail of DPS officers to help put a halt to the high number of bicycle thefts that occur on campus every spring term.

Sgt. Larry Lyon, head of the special team, said that during spring term bicycle thefts account for about 40 per cent of the total thefts on campus.

Last year about 600 bicycles were reported stolen on campus at an estimated value of over \$60,000, or about \$100 per bike.

Concentration in three areas

Lyon said that in anticipation of another high bicycle theft rate this spring term the special team was implemented to handle three major areas that concern bicycle thefts.

These areas are the arrest of people stealing bikes, the recovery of stolen bikes and the dissemination of knowledge needed to enlighten people on how to prevent bicycle thefts.

To carry out these plans, the bike detail will have officers working around the clock on

surveillance of areas where bike thefts are likely to occur, and going out in the surrounding community to educate people on the prevention and consequences of bike stealing.

In Michigan stealing an item

valued at \$100 or more, is considered a felony.

Most thefts by local crooks

Lyon said community education is important because past statistics of arrests made indicates that 80 per cent of the

bicycle thefts on campus were made by people from the Lansing area or other parts of the state. The other 20 per cent of thefts were by MSU students.

The statistics also indicate that well over half of the 80 per

cent of campus bike thefts were made by people of high school age, mostly from the Lansing area, Lyon said.

Recovery of stolen bicycles is often difficult because of these factors, Lyon said, so preven-

tion of thefts is often easier than recovery.

Four preventive steps cited

According to Lyon, there are four things students can do to prevent bikes from being stolen. (continued on page 5)

Special DPS bike detail created to reduce thefts

(continued from page 3)

en. The first is community cooperation. Lyon said many thefts could be prevented if people in the community would call police whenever they see any suspicious activity around bike racks — especially at night. Police believe most of the bike thefts occur between 10 p.m. and 4 a.m.

A second way to prevent

thefts is to keep bikes in your room. This depends on various dorm regulations, Lyon said, but usually a bike is safer in a room than in a bike rack.

A third area of concern in prevention of thefts is to secure the bike with a "good" lock and chain. Lyon said that these two must be used together because it does not do any good to put a \$10 chain on a bike with only a \$1 lock.

He said the best type of chain is one of the cable variety because it is more difficult to cut than a link chain.

Registration most important

The last and probably most important factor in prevention is to get your bike registered, Lyon said.

About 200 stolen bikes a year are recovered, he said, but cannot be returned because they are not registered and the owner cannot be found.

Bicycles used on campus are required to be registered and the DPS honors bicycles registered with East Lansing and Lansing. Bicycle registration through the DPS costs 50 cents.

Lyon said bicycle registration is very important because all registered bikes go into a main computer that lists all bikes registered in the U.S., so even stolen bikes taken out of state have a better chance of being recovered if they are registered.

The DPS reports that bikes stolen at MSU have been found

as far away as Kansas.

The two heaviest months of bike thefts during spring term are May and June, Lyon added.

With these two months rapidly approaching, he said it is important that people take preventive steps.

"It will take cooperation of the community and the bike owners," he said.

Michigan State News, East Lansing, Michigan

MSU: bicycles + bicyclists 6-1-76

Proposed bike ordinance to be considered tonight

By MICHAEL ROUSE
State News Staff Writer

The provisions of a proposed substitute bike ordinance will be considered at a public hearing tonight as part of the regular East Lansing City Council meeting.

The substitute ordinance, introduced by councilmember John Czarnecki, provides for the strict enforcement of licensing and impoundment of abandoned bicycles.

"There are no major changes from the previous ordinance," Czarnecki said.

Some of the regulations in the proposed ordinance are:

- All bicycles ridden by East Lansing residents must be licensed. Nonresidents are not bound to this stipulation unless they are traveling between points outside of Lansing, East Lansing, MSU or Meridian Township.
 - The chief of police can suspend the registration of a bike operated in an "unsafe mechanical condition" for up to 10 days. What constitutes unsafe is not detailed.
 - Any bicycle sold must have the registration transferred.
 - If there is "probable cause" for believing that a bicycle licensed with another city is stolen, the bike may be impounded for up to five days. The definition of probable cause "can be worked out at the discretion of the police," Czarnecki said.
- "If there are problems, the ordinance can be changed. If someone is driving a truck filled with

bikes, that may be a little obvious."

- Bikes may also be impounded if they are deemed abandoned, hazardously parked in a public place or if the rider refuses to identify himself after committing a traffic violation. The definition of abandonment is any bike not locked to a bike rack or immobilized with a lock.

- Unclaimed out-of-town bikes will be auctioned after 90 days and unclaimed local bikes will be auctioned after 60 days. A new provision not found in the present ordinance is an impoundment fee of 50 cents per day up to a maximum of \$5.

- At intersections of sidewalks and alleyways, bicycles must slow to the speed of pedestrians or slower.

The substitute ordinance also lists requirements for lights, brakes and reflectors as well as how and where bikes are to be ridden — such as not on the playground or school ground occupied by children.

Czarnecki said the desired outcome of all the regulations is a statewide registration of bicycles that would give people an opportunity to get their stolen bikes returned. Only about 50 of the 390 bikes stolen in East Lansing last year were recovered.

He also said bicycle law infractions will still be placed on a person's motor vehicle driving record in accordance with the present ordinance, but he said he will check with the city attorney on the possibility of changing that procedure.

MSU - bicycles + bicyclists

7-7-74

Fifth Annual Bike Day successful

MSU VERTICAL FILE

despite Bicentennial competition

Bike riders of all ages stretched on the ground or munched picnic suppers Sunday evening in East Lansing City Park, listening to the soothing music of a dulcimer. The Fifth annual Bike Day was over and it was time to relax.

Bicentennial events in downtown Lansing drew away some of the crowds that have participated in Bike Day in previous years, but those who missed the festivities because of pedaling around East Lansing didn't seem to mind.

"The Bike Day attendance was a little lighter this year," Frank Russell, Bike Day Chairperson, said. "But it was certainly no less enthusiastic."

It was a fast-paced day for riders. A bike-decorating contest was held in the morning, followed by the Easy Rider Tour, a three-mile ride for anyone through quiet East Lansing streets. Over 250 participants rode for fun rather than for competition, and received certificates from the East Lansing Jaycees listing the number of miles they had completed.

Eleven racers on five- and 10-speed bikes flashed around separate streets, competing for the three trophies offered by the Jaycees and the East Lansing Parks and Recreation Dept.

Non-racers were invited to participate in games during the races, which included a pie-eating contest sponsored by the Parks and Recreation Dept. Winners received Bicentennial T-shirts and the East Lansing Heritage Cookery Book, a historical cook book published by local authors.

After-dinner entertainment was featured by a local children's theater group. Children watched wide-eyed as the wolf of the fairy tale "The Three Little Pigs" tried in vain to blow down a brick house, and giggled at the adventures of Super Rabbit.

Later, the Geriatric Six Plus One, a group of MSU professors and one non-academician played jazz and Dixieland music for a small but enthusiastic crowd.

A drawing for gift certificates from local merchants was held for all Easy Riders and happy shouts came from the pavilion and picnic area as bikers came to the platform to accept their prizes.

Not everybody won a prize. One dejected boy on a rusty Sting-ray said sadly, "How come I didn't win nothin'?"

"Sorry, pal," Russell said, patting him on the back. "I wish we could have a prize for everybody." Already making plans for the future, he added, "Maybe next year . . ."

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MSU - Bicycles & bicycling

Council delays proposal on stricter bicycle laws

By JOE KIRBY

State News Staff Writer

The East Lansing City Council delayed action on a proposed bicycle ordinance allowing police greater leverage in impounding bikes at Tuesday's meeting.

One of the provisions in the ordinance would allow police to impound unlicensed bikes, those not locked in racks and any bicycle ridden in an unsafe matter.

City attorney Dennis McGinty said one of the main purposes of the ordinance would be "to treat bike riders more like car owners with regard to yielding, speeding and carelessness."

Under the proposed ordinance, riders 18 and over could still be ticketed, but juveniles could have their bikes impounded and be required to pay 50 cents a day for up to 10 days impoundment fee.

The ordinance allows any residents who disagree with the impoundment to appeal the action in a hearing with the mayor.

Councilman George Griffiths said he did not like the impoundment portion of the ordinance, preferring a plan whereby the parents of juveniles would be contacted after the first few violations before any impounding took place.

Griffiths said he would like to have copies of the proposed ordinance made available to the public so citizen reaction could be gathered. Griffiths said he did not expect council to take any action on the ordinance until November.

Council also delayed action on the rezoning of the proposed parking lot site south of the post office on Abbott Road.

The post office wants to expand its parking facilities but

the necessary rezoning was not recommended by the planning commission.

Council decided to postpone further action to give citizens an opportunity to attend the next meeting and voice their opinions on the rezoning.

In other action, council approved Mayor Wilbur Brookover's appointment of Dale Jager, 322 Elm Place, to

the housing commission.

Brookover said Jager, a 26-year-old graduate student, added the necessary balance to the commission since he is young and a renter.

Council also approved Brookover's appointment of Merrill Pearson to fill a vacancy on the Capital Area Transportation Authority (CATA) board.

'U' bicyclists finish work on new area bike routes

By RUSSELL GARRISON

The MSU Cyclists for a Cleaner America are putting the final touches on three new bike routes linking the Okemos, campus and State Capitol areas, a spokesman said Wednesday.

A spokesman of the group, sponsors of the recent "Great Bike Race," said that the results from the race and other studies they have conducted prompted the new routes. The routes will provide the average cyclist with a maximum of safety, convenience and speed in commuting. The routes will direct the cyclist onto quiet suburban streets, sidewalks, alleyways and paved shoulders of roads away from automobiles and pedestrians.

The spokesman said the three routes — Okemos to Frandor Shopping Center, Kellogg Center to the Capitol area, and Okemos to MSU — will provide easy

access to the Lansing and Okemos stores and services. In addition, the group hopes to encourage daily commuting to and from the campus by presenting an alternative to driving.

According to group figures, between 50 and 60 per cent of the people driving on campus live within a four-mile radius of the campus, or within easy bicycling range. The group hopes to encourage cycling for health and environmental reasons and, "because it's fun."

"The Great Bike Race" was a commuter race staged recently in which matched 17 teams of cyclists and automobile drivers against each other and the rush-hour traffic. The cyclists and their auto partners "raced" to identical destinations along predetermined routes. Over half of the cyclists beat their partners to the finish. The cyclists overall averaged 2.7 miles of travel before being overtaken by the

cars.

The group will present the routes and their supplemental findings on conflicts between bike, pedestrian and automobile traffic and cyclist behavior and habits to the East Lansing City Council this summer. The group hopes to convince the city to recognize the bike routes and make necessary improvements along them.

With an increase in the number of cyclists the group hopes that changes and improvements can be made in the campus bike paths as well as incorporating plans for bike paths in any new state, county and municipal transportation system.

Bicycles taboo in classrooms

MSU VERTICAL FILE

Some student bicycle owners, apparently fearful of leaving their bikes out of their sight while they are in class because of the possibility of theft, have attempted to solve the rip-off problem by taking their bikes to class with them.

Samuel C. Gingrich, MSU fire safety officer, said that this practice is in violation of state fire safety regulations because the cramped space of most classrooms means that bicycles brought to class usually end up in an aisle or blocking an exit.

The state fire safety regulation says that there must be no obstructions in emergency exits or halls or aisles leading to such exits.

Gingrich said that bicycles in classrooms, just as bicycles in hallways and stairwells, would be obstructions and could be removed, with the owner being held liable. Keeping bicycles in dorm rooms is not a violation, he said.

After receiving a complaint from one professor about bicycles being brought into the classroom, Gingrich said he made a "spot check" of the situation on campus and determined that it is not a large problem now, but could be if the practice continues.

Major Adam Zutaut of the Dept. of Public Safety said that officers usually impound such bicycles if a complaint has been made or if the vehicles are creating a problem in blocking exits.

To get back a bicycle that has been impounded, the owner must prove that the bicycle is his and also pay a \$3 impoundment fee.

MSU - Bicycles + bicycling
Residence halls ponder

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seizing ill-parked bikes

MSU VERTICAL FILE

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Bikes on the road are creating one problem. Bikes parked in residence halls are creating another.

There are bicycles being left in stairwells, halls and entranceways of residence halls all over campus.

According to Doug Zatechka of Residence Halls Programs (RHP), these constitute fire and safety hazards. And, though they say they do not really want to do it, Zatechka said they may have to start impounding the bicycles to "prevent what could become a tragedy."

Zatechka's office fears that in the event of a fire, the bicycles chained up in the wrong places may disrupt the flow of people out of the halls. Zatechka also said that bikes left in halls and entranceways present problems for physically

handicapped students, particularly the blind. He said several blind students have been injured slightly by stumbling over bicycles left where they are not supposed to be.

The impounding of bicycles would be a last-ditch effort by RHP. Zatechka said RHP has been working with individual residence halls to conduct a "big PR campaign" to convince students not to leave their bicycles out of place. Zatechka said the campaign urged students to either chain their bicycles to outdoor racks or keep them in their rooms.

If the decision is made in the next few weeks to begin impounding bicycles, Zatechka said it will be preceded by notification of the

impoundments. The confiscation of ill-parked bikes would become a day-to-day routine, Zatechka said, and would be done by public safety personnel or the halls maintenance staffs. Impounded bicycles can be recovered from the campus police by payment of the standard \$3 impoundment fee.

MSU - Bicycles + bicyclists
Bike system under discussion

9-28-76

By MICHAEL ROUSE MSU VERTICAL FILE
State News Staff Writer

A public hearing to discuss the proposed five-year bikeway system for East Lansing will be held tonight at 7:30 in the city hall council chambers.

The bikeway system was developed by members of the transportation, recreation and planning commissions as well as members of the city planning department. The system, which would cost an estimated \$165,000, calls for commuter and recreational bike routes through the city, a park tour route connecting four city parks and an increase in the number of bike racks.

Over \$50,000 has already been spent to improve bicycling facilities over the past four years, but because of increasing bicycle use, a more comprehensive plan was drawn up.

One controversial aspect of the proposed bikeway system is the plan to make the sidewalks along both sides of Grand River Avenue bike routes. The sidewalk route is to be accomplished by installing curb cuts at all the intersections along Grand River Avenue and across the median.

Keeping out of the roadway was determined to be the safest

method of bicycling along major streets and the plan states that people doing business in the city center will travel the most direct route and not an alternative street.

A separated bike path — like those running parallel to the sidewalks on campus — was deemed impractical in nearly all locations in East Lansing because of property development.

For commuter and recreational trips outside East Lansing, connection are to be made with Lansing's Red Cedar River hiking and bike path to downtown Lansing and the State Highway Dept.'s proposed route along Grand River Avenue to Marsh Road near Meridian Mall.

The park tour route, to be completed in the fourth year of the project, would provide a seven-mile ride along minor streets and sidewalks and through the parks to be designated by special signs. The number of bike racks both in and out of the city center would be tripled under the proposed improvement plan.

To pay for the bikeway system, the city has \$68,375 in unspent bicycle path funds, \$80,000 has been requested from Federal Aid Urban Systems and an additional \$11,675 will have to be appropriated.

2/13/74
Michigan State News, East Lansing, Michigan

MSU - Bicycles + bicyclists Bicyclists, city may face decision between use of sidewalks, streets

By R.D. CAMPBELL
State News Staff Writer

It may boil down to a battle of little old ladies and their hat pins versus truck drivers and their tire wrenches before county planners decide whether bicycles should ride on sidewalks or in the street.

The ladies might have the edge.

Eight citizens told their major concerns in the development of a comprehensive nonmotorized transit plan for Ingham County to the county's Nonmotorized Transportation Advisory Group at a two-hour public hearing Monday night at East Lansing City Hall.

It was the second of three hearings on the \$16,000 plan which began in January, shortly after the group hired William Brehm as the planning consultant. The study is slated for a July 1 completion.

Concerns focused on "bicycle consciousness" as much as on specific development of the route plan.

"Our society considers the bicycle a toy," John Czarnecki, group chairman, said. "It's not equal to the automobile."

Bicycle psychology that makes drivers distrust cyclists, and causes riders to disregard stop signs and red lights is another major problem, one of the citizen participants said.

Tom Somers, representing ASMSU, said the group should make plans which would eliminate dangers of riding bicycles through the alleys off Grand River Avenue.

He also suggested that the MSU campus be shut down to all automobile traffic with free or minimal charge on campus buses.

Bruce Roth, advisory group member, said that might cause off

campus parking problems and doubted if the faculty would go along with it.

George Griffiths, East Lansing city councilman, said a book could be written about the problems the city has had trying to solve everyone's bicycling needs.

He said after the bicyclists finally got off Hagadorn Road and onto a new sidewalk, new problems were created.

"I came upon a little old lady actually cowering behind a telephone pole. She was absolutely terrified about sharing the sidewalk with bikes," Griffiths explained.

Griffiths urged the group "to bring whatever lobbying pressures you can upon the state legislature for paths designed for commuter use."

He was informed, however, that the money is already available to localities since they can now use their share of the state gasoline tax for building nonmotorized transit routes.

Eddie Damm, a recent MSU graduate and East Lansing resident, said automobile and truck drivers need to be educated to the fact that bicycle riders have the same right to the road as the motorized vehicles.

"Eighty per cent of the truck drivers aren't too cool," he said. "It hasn't come down to fisticuffs yet, but it could."

County Commissioner John Veenstra, D - Meridian Township, summarized the attitudes of all the biking advocates when he said: "If you get the cars off the road, you'll have a wonderful network of bicycle paths."

Only about 20 minutes was devoted to discussion of forms of nonmotorized travel other than bicycling.

MSU - Bicycles + bicyclists State, city rules govern actions of bicycle riders

Though bicycles are not fully covered as road vehicles by the state traffic laws, the Michigan Motor Vehicle Code does have some laws covering bicycles.

• Bicycles have the same responsibilities on the road as automobile drivers.

• Bicycles must ride with the flow of traffic as near to the far right side of the road as possible.

• Bicyclists must know and obey all traffic signs, signals and other traffic control devices, including yielding at yield signs.

• Bicyclists must use proper hand signals when stopping and turning.

• They must not ride more than two abreast.

• They must use bike paths wherever provided instead of the street.

• They must not ride on sidewalks made specifically for pedestrians.

• They must yield the right-of-way to pedestrians.

• Bicyclists, when walking the bike, become

pedestrians and are subject to all pedestrian laws and right-of-way.

• Bicyclists commit a misdemeanor when violating any state traffic bicycle laws.

• City ordinance requires motor vehicles, when turning right, to yield the right-of-way to bicyclists.

• City ordinance requires bicyclists, when turning left, to use left turn lane and get off the bike on the right side of streets and cross streets as a pedestrian.

In case of a bicycle-car accident, the police, East Lansing or MSU, must be notified immediately. Do not leave the scene. Police will take proper action.

And bicycle-bicycle, or bicycle-pedestrian accidents, if there is personal injury or property damage the accidents should be reported to the police in case of civil suit or collection for damages.

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MSU - Bicycles + bicyclists 10-16-74

Wharton sees bicycles as future transit solution

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By ROSANNE LESS
State News Staff Writer
President Wharton, speaking in support of Proposal D, the \$1.1 billion transportation bond issue on the November ballot, said bicycles should be used to meet short range transportation needs.

"Trains and bicycles — for some this seems like a form of culture shock in reverse. But be assured that these are among the transportation modes of the future and the technology to accommodate them is neither simple nor inexpensive," Wharton said Tuesday in an address before the Detroit Economic Club.

Wharton is a member of the Citizens Steering Committee for Proposal D. Proposal D includes \$25 million for 650 miles of surface bikeways through some of the most scenic areas of Michigan, he explained.

"If there is one mode of transportation with which I have become quite familiar, it is bicycles," Wharton said.

Wharton told the club that MSU can boast of having the highest concentration of bikes, about 14,000, in the state. He said there are 12 miles of bike paths on campus, but the University cannot keep up with the demand for more.

"Walk across campus while classes are changing and you will find that dodging two wheelers is fast becoming our national campus sport," he said.

Wharton expressed concern about the annual number of bike fatalities, and said the number is five times what it was 10 years ago.

Wharton said Proposal D allows Michigan voters to take early, forceful action on transportation problems that will probably exist in the future.

"About one third of the money sought through this bond issue — \$362 million — would be used to establish a rejuvenated statewide rail system and tie it into other transportation modes. We are fortunate because most of the elements of this system already exist. We have only to upgrade them," he said.

The most critical aspect of the current transportation program would be the improvement of basic freight service throughout the state. This would entail upgrading 6,000 miles of railway track that does not presently meet minimum 35-mile per hour freight standards. Wharton said these improvements would cost about \$80 million.

"Being in the forefront of an inevitable technological development such as mass transportation will prove extremely valuable to Michigan in the future," he said. "It will provide economic benefits. It will provide an estimated 10,000 jobs directly. It will give us an edge over other states in competing for the federal dollars going into mass transportation.

"It will provide relief for social problems stemming from congestion in the cities and isolation in the outstate areas. And it may help attract research and development money to the state and our major universities which stand ready to help analyze the problems and the cures, Wharton said.

MSU - Bicycles + Bicyclists

Hearings slated on plan for nonmotorized routes

MSU VERTICAL FILE

SV 218174

By R. D. CAMPBELL
State News Staff Writer

Bikers, horsemen, hikers, cross-country skiers and canoeists will have an opportunity Monday to tell it like it should be before it is.

The Ingham County Nonmotorized Transportation Advisory Group is holding the second of three public hearings designed to incorporate citizen input into the development of a comprehensive nonmotorized route plan for the county at 7:30 p.m. Monday at East Lansing City Hall.

John Czarniecki, group chairman, said the informal hearings will help the county determine the citizen priorities it should assume in developing the study, which is slated for a July 1 completion.

The county road commission and county board of commissioners each allocated \$5,000 last fall for the development of the plan.

Ed Grobe, recently hired county grants coordinator, has managed to get an additional \$11,000 in federal funds.

He added that the group has decided to take

\$16,500 strictly for the planning and use the additional \$5,500 for a demonstration project.

Czarniecki speculated that such a project could be the building of bikeway paths parallel to Grand River Avenue from East Lansing to Meridian Mall.

The actual construction of the county wide bicycle path system could begin at any time between May and September, he explained.

The Monday hearing will be conducted in informal "open forum" style in which the advisory group will "take them one at a time and find out what they feel the need is," Czarniecki said.

Czarniecki added that it is important that county residents do not get the feeling that the advisory group is a bicycle group.

The Michigan Attorney General's office has ruled that nonmotorized transportation includes bicycling, horseback riding, cross-country skiing, hiking and canoeing.

County board commissioners must use one half of one percent of their share of the Michigan gas tax each year for nonmotorized transit.

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Monday, October 29, 1973 13

MSU - Bicycles & bicyclists Police confront problem of bikes

By ANNETTE M. HOWARD
and
DONNAM SMITH

At 9:05 a.m. around Farm Lane and East Circle Drive an MSU student, on a one-speed hand-me-down bicycle crosses with the light. No problem.

She teaches the intersection of Dormitory and Physics roads. Screech. Four pedestrians step into the street after the car which yielded passes onto Physics Road. Didn't run into them. Whew.

She looks to the left as she starts to pedal again, but the three speeder didn't see her. Crash.

9:10. Class. In one hour more it will start again.

The MSU campus police admit there is a problem with bicyclists, motorists and pedestrians following traffic laws and rights-of-way, but aren't sure what to do with it.

The police don't know how to approach 20-year-olds who have been riding bicycles for about 10 years and tell them how they should ride, said John Peterson, Third Platoon Commander, MSU police.

Many MSU policemen contacted assume most cyclists have drivers licenses and, therefore, know the traffic laws and will abide by them.

Common courtesy

The problem is educating bicyclists and motorists to the

proper behavior on the road, East Lansing Patrolman Greg S. McDonald said. The police want people to practice common courtesy and follow traffic rules and regulations until explicit guidelines can be implemented.

McDonald was appointed Sept. 4 as the first bicycle safety director as a result of the growing number of bicycles and bicycle accidents in East Lansing.

About 9,700 bicycles have been registered so far this year with MSU police. The number of registered bicycles on campus has tripled over the past three years.

There are about 31,000 registered bicycles in East Lansing.

The reported accident count for July through September this year is 16, seven of which were bicycle-car accidents. The others include bicycle-bicycle, bicycle-pedestrian and bicycle-fixed object.

During the 1972-73 fiscal year, there were 72 reported bicycle accidents on campus, 46 of which were bicycle-car accidents.

There were 29 bicycle-car accidents in East Lansing, from January through August, up from 18 for the same period last year.

Community problem

"I really don't see an extreme problem," said Capt. Adam Zutaut, MSU police. "As long as we have mass volumes of pedestrians, bicyclists and cars during class change we will just have to live with it and be courteous with each other."

"I don't think that the community recognizes that there is a problem," Peterson said.

Peterson said the MSU police are relying on the police presentations, at request of residence halls, and personal contacts with students being ticketed or warned to educate the campus public on safety.

However, Peterson said the last presentation on bicycle safety was given two years ago. General police presentations include a short explanation of bicycle theft, protection and traffic laws.

The MSU police have no future plans for educating the campus public on bicycle safety. Skinner said they are

relying on the program recently begun by East Lansing Police Dept.

McDonald and Patrolman Rick Westgate, school safety director, are reviewing East Lansing traffic ordinances and state laws to see exactly how and where they apply to bicycles.

McDonald and Westgate hope to have recommendations to the city attorney by January for the drafting of revised city ordinances.

Remedy for spring

"We are hoping to have something together by spring," McDonald said. "This bicycle season is almost over but we still have time to remedy the situation by spring. It all depends on how fast we, the city attorney and the council can work."

This year, July through September, 42 bicycle tickets have been issued on campus. Tickets for 1972-73 were 346, up from 32 tickets issued during the previous year.

The rate of ticketing bicyclists will be increased, said Zutaut, when an improved

ticket they are designing is approved by the State Highway Dept., making it easier for patrolmen to ticket.

The East Lansing Police write few tickets for bicycles. The exact number of tickets are not known because bicycle and motor vehicle tickets are filed together.

Present tickets require too much detail to make it practical to pull over bicyclists.

Safety booklet

McDonald and Westgate are also working on a bicycle safety booklet geared toward grade schoolers. They also plan two other booklets, one for high schoolers and one for adults.

In the interim, both East Lansing and MSU police are using the Michigan State Safety Commission booklet on bicycle safety put out by Sec. of State Richard H. Austin, which is available for free at both department offices.

Students with suggestions for bicycle law revisions should contact McDonald or Westgate at the East Lansing Police Dept. or the MSU All-University Traffic Committee.

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MSU. Bicycles + bicycling

11-13-74

Campus cycling risky business

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STEVE ORR
State News Staff Writer

The bicycle is normally thought of as a convenience, but on the MSU campus it has become a bit of a risk to whiz around on a two-wheeler. The number of accidents involving bicycles is on the rise, according to MSU Public Safety figures. While the number of accidents is miniscule compared to the number of bicycles, even a single accident is too many

when one considers the vulnerability of bicyclists and the frailty of the machines they ride. There were 20 car-bike accidents on campus in September and October of this year, as opposed to 16 for the same months in 1973. It should be pointed out that a partial increase may be due to the fact that school began a week earlier in September, 1973 than it did this year. There have also been 29

accidents involving bicycles and pedestrians or other bicyclists in that same period this year, while there were only 14 last year. For the entire period of June, 1973 through October, 1974, there was a total of 156 accidents involving bicycles. For the 16 months previous to that, there were 112. That is an increase of nearly 40 per cent. In addition, public safety believes that many accidents on campus go unreported. In

the majority of those that are reported the bicyclist is not seriously hurt. The superficial reason for accidents is simple. As public safety Records Manager Robert Bissell put it, "there are just too many bicycles and too many cars." The number of bicycles and cars registered with public safety has held steady over the last two years. There are 9,154 registered bicycles this year, and Bissell said there was a like number in 1973. He estimates there are at least 3,000 additional unregistered bicycles in use by students. Bissell also said there were at least 12,000 cars driven and parked on campus daily. According to Maj. Adam Zutaut, commandant of campus police, the fault for car-bike accidents most often lies with bicyclists. He said bicyclists often forget that under law they must operate their bikes as if they were motor vehicles. He said they go speeding around in a careless way that is responsible for the majority of accidents. Under use of designated bicycle paths is also a factor. Some blame must fall on

motorists though, Zutaut said, citing the impatient driver who gets itchy following a bike down a street and tries to squeeze past it. In such cases the bicyclists may be in the right, but as Zutaut put it, "being right doesn't do you a whole lot of good when you're in the hospital with a fractured skull." Another possible factor in the increase of bicycle accidents could be the new curb cuts. Many of the sloped passages from sidewalks and bike paths leading into streets were installed this summer. Some students quickly adopted the habit of riding down these curb cuts across streets without looking for cars. One more explanation for the rise could be that the number of unregistered bicycles may have increased over last year.

Zutaut said there is no particular pattern to the location or circumstances of bicycle accidents on campus.

MSU. Bicycles + bicycling Student seriously hurt when car hits his bicycle

3-25-74

An MSU freshman was seriously injured at noon Thursday when the bicycle he was riding across the Farm Lane bridge was struck by a car. Lawrence Buck, 118 W. Holmes, was in intensive care at Sparrow Hospital in Lansing late Thursday with a cerebral

concussion and a broken leg. Buck was struck by an automobile driven by a female student. MSU police, who noted that the bridge area is one of the highest accident sites on campus, said the snow and ice on University streets has made conditions hazardous for bicyclists.

MSU - Bicycles & bicycling #23-74
DPS says new bike theft squad
helpful in reducing spring ripoffs

The Dept. of Public Safety (DPS) reports that its newly formed bike theft squad has been a success since it was instituted at the beginning of spring term.

The special squad was created to help prevent the high number of bicycle thefts which occur every spring term on campus. Bike thefts account for about 40 per cent of all thefts during spring term, campus police said.

DPS officials said that since April 1 the bike theft squad has recovered more than 15 stolen bicycles at an estimated value of \$750.

Twenty arrests were made in connection with those thefts. Nine were specifically for bike theft and 11 were for other

charges discovered during the investigation of the thefts.

The squad uses officers around the clock to monitor areas where thefts might occur.

Two arrests resulting from bike squad monitoring occurred Wednesday.

The first arrest occurred when officers were making a periodic check of the bike racks for stolen bicycles around 4 p.m. In this instance they found a stolen vehicle in front of Eppley Center and waited for someone to come out and ride off with it. Police are investigating the MSU student who got on the bike and a second suspect whom the man said he bought the bike from.

The second arrest occurred when a person saw a man cut a bike from a rack in front of Anthony Hall and put it in his car. The witness followed the

man to where he parked his car and then called DPS. When the man, an MSU student, came out to his car the police were waiting for him.

MSU - Recycling 5-8-74
Aluminum added
to recycling list

MSU VERTICAL FILE

Aluminum beer cans and TV dinner trays have joined paper and plastic on the list of items recycled in this area.

Two collection bins for any and all kinds of aluminum products were opened for service Monday morning. One is in East Lansing at the Yankee Stadium Shopping Plaza and the other in Lansing at the Frandor Shopping Center.

One caution: anything thrown in must be rinsed out and the paper labels must be removed.

The two green collection containers are intended to demonstrate the potential amounts of metal that could be reclaimed from ordinary household wastes and to encourage area residents to become involved in recycling.

Joint sponsors of the pilot project are the Ingham County Board of Public Works and Simon Iron and Steel Corp.

Since sponsors anticipate recyclers will also toss bimetal cans and steel products into the bins, arrangements have been made for three or four handicapped people from the Beekman Center to sort various metals collected into separate containers when a large enough volume has accumulated.

Jim Anderton, president of the Simon company, said reclaimed aluminum is currently worth 16 cents a pound. He said any money gained from the recycling project will first go to meet Simon's costs and then toward wages for the handicapped people.

If there is still money left, it will be turned over to the county.

On campus, the MSU Waste Control Authority has initiated a pilot plastic recycling program as part of an experiment to test the feasibility of making corrugated packing boxes out of recycled plastic.

Heavy-duty bins, made from recycled plastic, were placed near the mailboxes in the married housing complex last week. The authority hopes that to collect about 1,000 pounds of married student's plastic from the bins this month.

The plastic will be picked up by Ateco Rubber Products Co. trucks and transported to the Grand Haven plant where the test run of the new boxes is being conducted.

While only polyethylene plastic — used primarily in detergent and bleach containers — is being recycled the authority encourages people to bring in the plastic bottles they have during the pilot program, even if they are not sure which are polyethylene, an authority spokesman said.

Bottles should be rinsed and flattened and the caps should be taken off. The authority will send any unusable clear plastic bottles received to a landfill.

Ecological benefits from the program include the conservation of oil (an ingredient in plastic production) and landfill space.

MSU VERTICAL FILE

Michigan State News, East Lansing, Michigan

MSU - Bicycles + bicyling
Strict bike rule

RECEIVED

MAY 3 1976

REFERENCE DEPARTMENT
MICHIGAN UNIVERSITY

4-2-76

By MICHAEL ROUSE
State News Staff Writer

Bicycles and their riders will be placed even more under the watchful eye of the East Lansing police if an amendment to the city code introduced by City Councilman John Czarnecki is approved by the council.

The substitute ordinance is aimed at clarifying points in the present ordinance concerning licensing procedures, what constitutes abandonment, how long bikes may be impounded by the police and specifying the violation system," Czarnecki said. He added that the changes are part of a crackdown on bicycle thefts.

According to East Lansing police, 390 bicycles were stolen in 1975 and only about 50 of them were recovered.

The proposed amendment states that the ownership of a bicycle bearing a license from another city can be investigated, and if police believe that the bike is stolen, it may be impounded for up to five days. A bicycle may also be impounded if it is:

•Ridden by an individual who refuses to identify himself after the commission of a traffic violation.

•Deemed to have been abandoned.

•Parked in a public place in such a manner as to constitute a hazard to pedestrians or vehicular traffic or other persons lawfully in a public place.

Bicycles are deemed abandoned if they are not locked or immobilized with some sort of lock, and the consequence of impoundment is a fee of 50 cents per day with a maximum fee of \$5. Bicycles not claimed within 90 days will be auctioned.

City Manager John Patriarcho said that the impoundment fee is not a part of the existing ordinance.

Czarnecki said he hopes the police will not arbitrarily impound bicycles but he added that enforcing the provisions of the ordinance is the only way to insure that bikers abide by all moving vehicle regulations. However, the mode of enforcing the laws has not been decided upon, he said.

The police find it difficult to ticket youngsters," Czarnecki said.

"It has not been resolved

whether violators will be fined or their parents should be informed."

Also, it has not been determined if a bicycle law infraction should be placed on a person's automobile driving record, Czarnecki said.

The proposed ordinance has some other provisions that may affect bicycle owners. For example, all bikes ridden in East Lansing must be currently licensed with the City of East Lansing, the City of Lansing, MSU or Meridian Township.

All dealers of new or used bicycles must keep a record of the name and address of each bicycle purchaser, a description of the cycle bought and its frame number. Night riders must operate a headlight or armband light. Reflective tire sidewalls or the combination of side spoke reflectors and reflective pedal edges are also required. All personal and property damage incurred in a high-

way accident must be reported to the police and anyone sponsoring a bicycle race must submit certificates of adequate insurance to the city.

Czarnecki said that a public hearing to discuss the amended ordinance will be held at the first city council meeting in June so that MSU students will have a chance to evaluate its implications.

"The council can vote on the ordinance, send it back to committee or may elect to do nothing," Czarnecki said.

MSU - Bicycles + bicyclists 7-3-74

Biking events set to go for Fourth of July

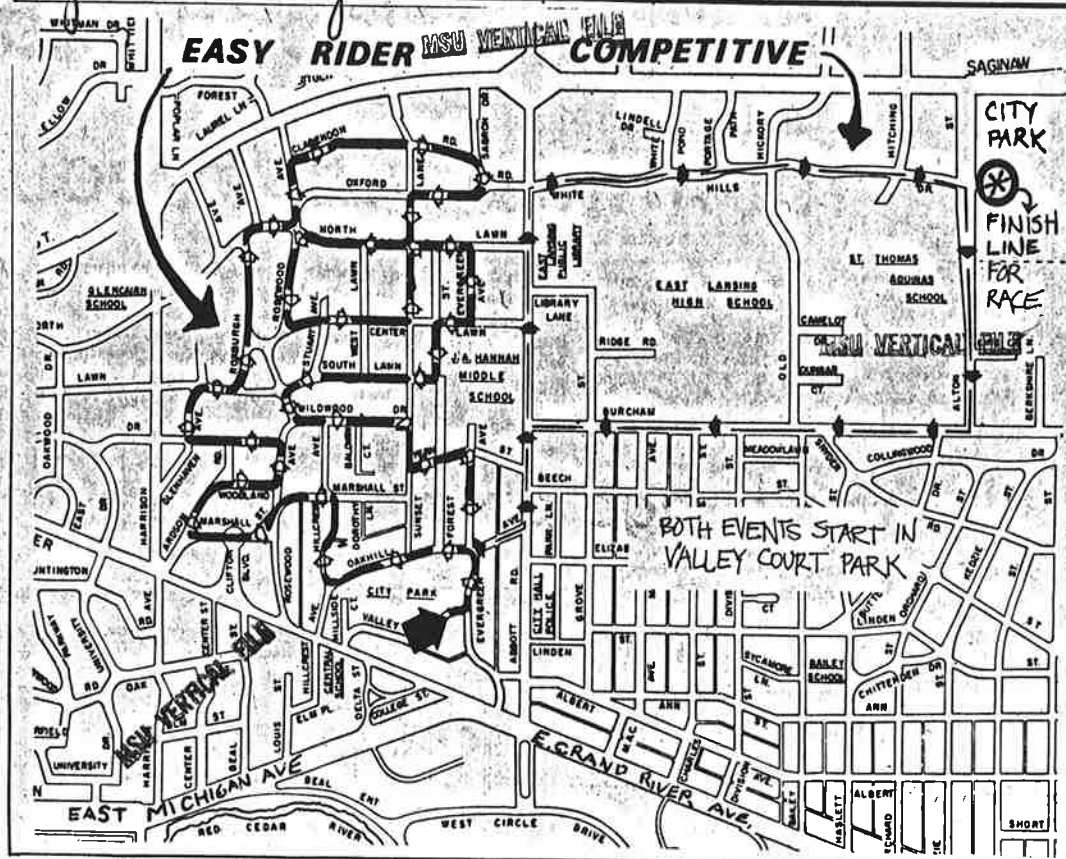
Few advance registrations have been made for East Lansing's 25-mile bicycle race Thursday, leaving plenty of spaces open for local bikers.

Up to 100 competitors will be allowed to enter the third running of this Independence Day event. Registration opens at 2 p.m. Thursday at the old American Legion hall in Valley Court Park.

The winner of the 15-lap race over city streets will receive a pair of Shimano hubs, worth about \$40. Trophies for the contest will be awarded to the first, second- and third place racers.

The race will begin at 3:30 p.m. from the park with a rare le mans-style start - at the go signal, riders must run to their bikes placed a short distance away.

An Easy Rider Bike Tour is also scheduled to begin about noon from the park. Registration - open to anyone - starts at 11 a.m.



These are the routes for the two main events of East Lansing's Community Bike Day Thursday. The 25-mile competitive race starts about 3:30 p.m. from Valley Court Park and will go 15 laps up Abbott Road, east on White Hills Drive, south on Alton Street and west on Burcham Drive back to Abbott. The East Rider tour starts from the park around noon and winds through the Glencairn neighborhood.

expression, nationally, or them, the union was as much the AFL-CIO, ...

MSU - Bicycles + bicyclists

Pedaling popularity ups cycle club's membership

By DIANA DeWITT
State News Staff Writer

MSU MEDICAL FILE

A rise in the number of bicycling enthusiasts has led to the continued growth of the Tri-County Bicycle Assn.

John Czarnecki, president, said he formed the club within the last year "to bicycle with a group of people, get more people out enjoying bicycling, to push for bicyclists' rights and to promote bicycle safety in the Lansing area."

Present club membership, composed of family and individual paying members, stands at 130.

Beginning in mid-April and ending in late October, the club goes on weekend tours from various Lansing area locations to bicycle as far as Mackinaw City for its annual 300-mile DALMAC ride. DALMAC, or the Dick Allen Lansing to Mackinaw Bicycle Tour, is named for a former state representative who sponsored the use of gasoline tax money for nonmotor transportation.

Club members also participate in East Lansing Bike Club, give lectures on bicycle repair and safety and send letters to representatives regarding bicycle legislation.

The majority of club members own 10 speed bicycles but Czarnecki emphasized the club is not a racing club.

This is seemingly contradictory to the century rides the club sponsors. These are 100-mile rides that must be completed in 12 hours from a designated starting point to a designated finish line in order to receive a century patch.

"Actually," says Norman Reitter, a club member who rode 3,000 bicycle miles last year, "100 miles in 12 hours gives you ample time for lunch. I ride two or three century rides per year."

Even Fendley Collins, former MSU wrestling coach and the oldest member of the club at 70, said he has no problems keeping up with the average person. "I rode 3,450 miles in 1973 and came in fifth in the century ride last September."

MSU - Bicycles & bicyclists 5-13-74

Annual bikathon's goal: funds for Easter Seals

By HARRIET WILKES
State News Staff Writer

Roll your wheels for Easter Seals.

Bikathon '74 is expected to draw over 2,000 MSU and greater Lansing area bicyclists to the MSU commuter lot Saturday between 9 a.m. and 4 p.m.

The bikathon, sponsored by the MSU Residence Halls Assn., is an opportunity for participants to raise money which supports Ingham County Easter Seals programs for the physically handicapped.

Bicyclists can choose to

complete one of four established routes which are 3, 11, 19, or 30 miles long. Each route begins and ends at the MSU commuter lot at Mt. Hope Road and Farm Lane.

Before the bikathon begins, bicyclists will solicit pledges. The pledgers will donate however much money they wish for every mile the bicyclist completes.

Sponsor sheets are available in all residence hall lobbies, the Union, intramural buildings, and local bike shops. Completed sponsor sheets are due when bicyclists register Saturday at the Commuter Lot.

Proceeds are used for direct service programs offering hospital beds, crutches and other orthopedic loan equipment to the physically handicapped. Recreational facilities such as coffeehouses and swimming pools or transportation to doctors' offices and schools are also available for the physically handicapped through the service program.

The Red Cross Disaster Aid Communications Team will administer first aid and water to bicyclists at each half way point of the bikathon. Jim Magyar, coordinator of

the project, and assistant resident adviser in Bryan Hall, advises participants to carry canteens of water to insure a refreshing trip. Magyar suggests that participants carry plenty of quick-energy foods such as candy bars or sweet snack foods.

Since the bikathon is not a race, bicyclists can pause to relax and picnic along the way.

"Cyclists should prepare brown bag lunches of small sandwiches and fruits," Magyar said.

After lunch, pedaling at a leisurely pace, participants will complete their trips.

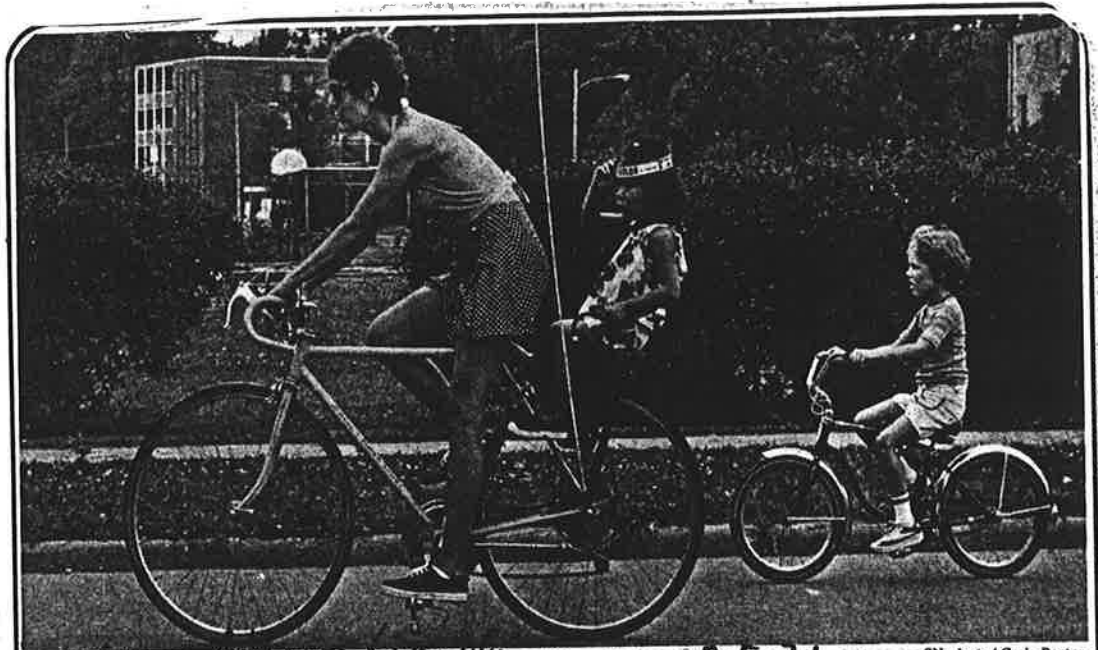
Bicycle repair clinics will be sponsored hourly by Crossroads Cycle Shop.

A cold rainy day probably discouraged many riders in last year's bikathon. Only 125 riders pedaled to the finish.

"This year, dress depending upon Saturday's weather to avoid discouragement," said Magyar.

Ten-speed bicycles will be awarded to the male and female bicyclist collecting the most pledges. The first 500 cyclists with \$10 or more pledge contributions will receive bicycle safety flags.

For further information, call the Ingham County Easter Seal Society at 882-0211.



MSU - Mass bicycling 7-5-74 SN photo/ Craig Porter
 This trio of bike day participants ride along part of the "Easy Rider" route early Thursday before the rains caused cancellation of the day's events. Several hundred bikers showed up even under the threatening skies.

Bike Day—part fun, part deluge

It began with sunshine and smiles but then the rain came and brought the third annual East Lansing Bike Day to an abrupt halt.

The Fourth of July event at Valley Court Park started out nicely enough as people began registering for the Easy Rider Bike Tour and nine children brought their bikes out for the decoration contest at 11 a.m.

Most of the bikes were decorated with red, white and blue crepe paper and since none was head-over-heels better than the others the judges gave everyone a prize.

Police Chief Stephen Naert explained that the Easy Rider Bike Tour wasn't a race and then fired his starting pistol as

hundreds of kids and kids-at-heart began the day's first big event at noon.

About 400 bikers, riding everything from the typical two-wheeled clunker to some top-notch 10-speeds, registered for the three-mile tour through the East Lansing streets where enterprising grade school tycoons had set up lemonade stands.

Harry H. Kimber, 71, of 474 Butterfield Drive, completed one tour of the course and was the oldest person to register.

The only complaint Kimber had was about the fast pace set by the youngsters on their 10-speed bikes.

MSU - Bicycles + bicyclists Bicycle co-op offers

MSU VERTICAL FILE

RECEIVED

wide range of services

JAN 15 1975

By PATRICIA LACROIX

To own wheels: actual viable, reliable, hop-on-me-and-ride-off-into-the-sunset transportation. Having a vehicle at your disposal means being able to get from Brody to the Vet Clinic in 13 minutes. It means being a self-supporting, self-defending part of the 10:20 a.m. steel worm in front of Bessey Hall.

For the thousands of bicycle owners on campus, these magical whims are a reality. But to keep that mean machine in working order and properly equipped is often too much to ask the financially-strapped MSU biking student.

The Community Bicycle Co-operative, 211 Evergreen Ave. in East Lansing, as a "customer-owned, service-oriented, not-for-profit corporation," offers a solution to this problem.

The tiny store houses \$1,000 worth of inventory and tools, new and used bikes, 24-hour fully guaranteed repair service and a growing library of bicycle information. Other services include insured winter storage and, for the aspiring mechanic, repair classes at the store and other locations.

Held from 5 to 8 p.m. on Thursdays and 1 to 4 p.m. on Sundays, these classes cover material most interesting to the group that night, be it brake adjustment, tire care or general biking information. According to Ralph Ellis, a co-op member, the classes are held on a walk-in basis.

The latest project started at the co-op by Don Ayers, another co-op member, is a coast-to-coast travel information system. Though this service is still in the formative stages and will not be completed until January at the earliest, Ellis said it promises to be very helpful to touring cyclists, by providing information on alternative routes.

"There's a road that's very nice but busy, or you can take the back road that is less busy but longer," Ellis explained. The information system will also advise tourists of available food and water and the degree of police cooperation.

Ellis asks that touring bikers "take notes mentally or on paper and regurgitate that

to us," since the program is run entirely on a non-profit basis. The co-op was originally organized by four bikers in May of 1974. In November of that same year, the same four plus other members opened the store. A board of seven people, on which both Ellis and Ayers hold positions, is responsible for carrying out the directives of the now 750 member co-op.

Since the sport of biking is seasonal, the co-op found things financially tight last winter. This year, to alleviate the problem, they are offering interest on loans given to them by the public, the interest being paid by the money earned during the summer months.

A lifetime membership fee of five dollars entitles a person to cheaper use of tools, a vote and voice co-op policy and extra discounts on special orders.

Workshop set for citizen input

The City of East Lansing will hold one in a series of workshops to allow citizens to suggest and comment on future Community Development projects tonight at the Red Cedar School starting at 7:30 p.m.

Citizens may discuss proposals on how to spend an estimated \$398,000 in federal funds for next year. Possible projects suggested by the city include improvement of the Remy-Chandler drain, a water reservoir at the Rady drain, a housing rehabilitation loan program and parks improvement.

One representative from the housing, recreation, planning, transportation and human relations committees will listen and then report back to their respective committees. A slide presentation on past projects will be presented at the workshop.

MSU - Bicycles & bicyclists 5-26-76

Bikeway system proposed for E.L.

By MICHAEL ROUSE
State News Staff Writer

Tooting around town on one's bicycle for business or pleasure may involve fewer confrontations with the "two-ton monsters" but more run-ins with pedestrians if a proposed bikeway system discussed by the East Lansing Transportation Commission Monday night is adopted.

The bikeway system report, developed by representatives of the recreation, planning and transportation commissions working since December, details a four-year plan calling for sidewalk curb cuts on major streets, bikeways through some city parks,

a "park-tour" bike route and more bike racks.

In light of the growing popularity of cycling and the over 30,000 bikes in the East Lansing-MSU area, the proposed system is an attempt to accommodate the needs of cyclists and expand upon the East Lansing Bike Plan of 1972, the report states.

Over \$50,000 has been spent already for curb cuts, signs and some 7-foot-wide sidewalks built especially for bicycle use.

Transportation commissioner Bob Green, who is a member of the bikeway subcommittee and an avid cyclist, said the 1972

plan sought to "directionalize cyclists to low-volume streets" but that this attempt was futile because cyclists would ride a direct route along main streets regardless of the traffic volume.

The safest place to ride on the major streets, the bikeway reports states, is on a sidewalk with curb cuts or a separated bike path. The bike path alternative was termed impractical because of existing property development and the prohibitive expense of major capital improvements.

Money for the proposed plan would come from the \$68,000 currently available in city money for bike paths, plus the city's

request for up to \$80,000 in Federal Aid Urban System funds and \$186,000 under the Capital Improvements Program recommended by the planning commission.

Some specific improvements in the proposed bikeway system are:

- Improvement of Kalamazoo Street to connect the East Lansing bikeway system with the Red Cedar River hiking and biking path which stretches to downtown Lansing.
- A link with the Michigan Highway Dept.'s proposed bike route along Grand River Avenue to Marsh Road near Meridian Mall.

- A 7-mile marked recreational cycling route connecting Burcham Drive Park, Alton Park, Whitehills-Towar Park, Henry Fine Park, Valley Court Park and possibly Stoddard Avenue Park.

- An additional 24 bike racks to be placed in the downtown area, parks and shopping plazas.

- Curb cuts along all major sidewalks, including some across the Grand River Avenue median.

(continued on page 14)

Report proposes E.L. bikeway system

(continued from page 1)

- An annual review of the system by the planning department to check the progress of the construction and allow changes in the priority listing of improvements.

One predicament discussed at length by the bikeway subcommittee and again at the transportation commission meeting are the problems involved in making the north side of Grand River Avenue a major bike route. This measure would open up the pedestrian-cluttered sidewalk in front of the shops to a deluge of cyclists.

One suggestion in the bikeway system report is to specify by warning signs that the speeds of cyclists be kept "reasonably equal to the speed of pedestrians."

Green said the sidewalk on the campus side of Grand River Avenue will be a through route and absorb some of the bicycle traffic.

William Taylor, chairperson of the transportation commission, said the plan to use the sidewalk of Grand River Avenue may be "inappropriate" in light of the city's current study of possibly improvements to the north side of that street.

Gordon Melvin, asst. city engineer, suggested widening the major streets to provide for a 15- to 16-foot-wide lane, like the ones on Albert Avenue from Abbott Road to Milford Street, that could accommodate both cars and bikes.

"We seldom recommended on-street bikeways because they would require major capital improvements," Green said.

He said the proposed plan is not "static" and may be altered before approved.

The planning and recreation commissions are reviewing the bikeway plan and Green said he wants a recommendation made to the city council to implement the first-year phase of the project.

In other action at the meeting, the commission approved the following motions:

- Recommend to the city council that there should be a permanent ban on turning right on red lights and no all-red traffic light phase at the corner of Burcham Drive and Hagadorn Road.

- Recommend that the city council ban parking on one side of Daisy Lane and Lilac Avenue from Harrison Road to Larkspur Drive and along the entire length of Larkspur Drive.

By BRAD MARTISIUS

State News Staff Writer

Only a cable and a broken lock remained after Bob Stark's bicycle was stolen in broad daylight Tuesday.

Frequently that is all that is left to remind theft victims of the expensive bicycles they once owned.

About \$49,000 worth of bicycles were stolen at MSU last year, but Major Adam J. Zutaut, commander of the MSU Dept. of Public Safety (DPS), said the figures for this spring alone approached those for all of 1974. Three hundred and eight bicycles worth \$31,869 were stolen from March 27 to June 15. Forty-six of those have been recovered and 23 arrests have been made.

Every day, about 10 MSU students are left with only mangled locks and chains as mute testimonials to what many police call the biggest crime problem on college campuses. Bicycle thefts accounted for 16 per cent of all thefts reported at MSU last year and they represented 22 percent of the dollar value stolen. The problem is aggravated by the fact that less than 20 percent of stolen bicycles are ever recovered.

Zutaut added that the average value of the stolen bicycle last year was \$84 while the average value of the recovered bicycle was \$65, indicating that the cheaper bikes are usually recovered.

"Everybody seems to be stealing bicycles," Zutaut said. "There's just no way we can keep up with all of the thieves."

Zutaut offered no explanation for the dramatic increase in bicycle thefts this year except to note that bicycles are often easy for thieves to steal.

Zutaut said theft reports for Tuesday and Wednesday were typical. Twenty-two bicycles were stolen on those days with a total value of \$2,600.

"It's been going like that since spring term," Zutaut said. "We've tried to run surveillances of some areas, but we just haven't had much luck."

Zutaut said it is difficult to run surveillances because of the many bicycle racks on campus and because the thieves will hit anywhere.

"There aren't enough police on the force to stop all the bicycle thieves we have to contend with," Zutaut said. "The only solution most of the time is to try to slow the thief down by making him work as hard as possible to steal any bicycle."

He said that heavy cables and pick-proof locks would make it impossible for all but the most

thieves to steal bicycles.

"A lot of thieves are just kids who come from Lansing to steal the bicycles on campus," Zutaut said. "They can be stopped fairly easily."

Methods used by the thieves range from simply riding off with the occasional unlocked bike to using three-foot boltcutters to break even the toughest lock and chain.

"Thieves are clever," Zutaut said. "We had one case where the thief used dry ice on a new type of super-hard metal lock. When the lock got cold, he just hit it with a hammer and it shattered like glass."

Stark's bicycle, a \$160 10-speed, was stolen by one of the most common methods. The thieves used a boltcutter, a tool that looks like pruning shears and is available in sizes ranging from six inches to four feet long. Most locks can be broken in a few seconds with boltcutters.

A medium-sized pair can be concealed in a backpack and are strong enough to break most cheaper locks and chains. A large set of cutters will cost about \$40, but can pay for themselves quickly.

Ralph Sanderson, owner of the Velocipede Peddler bicycle shop on East Grand River Avenue, said there is no fool-proof way to stop a determined or a professional bike thief. However, he recommends using a cable instead of a chain and he thinks people should invest a little extra money in a quality lock.

"Cables can't be cut as easily as chain because the strands

tend to flatten out instead of break," he said.

"The shame of it is that it's usually only the more expensive bicycles that get stolen," he said. "You pay that extra money for a reduction in weight and then you have to turn around and carry a heavy chain."

Sanderson believes the problem would not be as bad if people were less willing to buy hot bicycles.

"Anytime you see a bike offered for sale at a ridiculously low price, you have to know it's stolen," he said. "But people buy them anyway, so the thieves always have a ready market."

Zutaut's experience indicates that many of the bicycle thieves take orders and fill them.

"We've arrested people that were practically running bicycle stores in their rooms," Zutaut said.

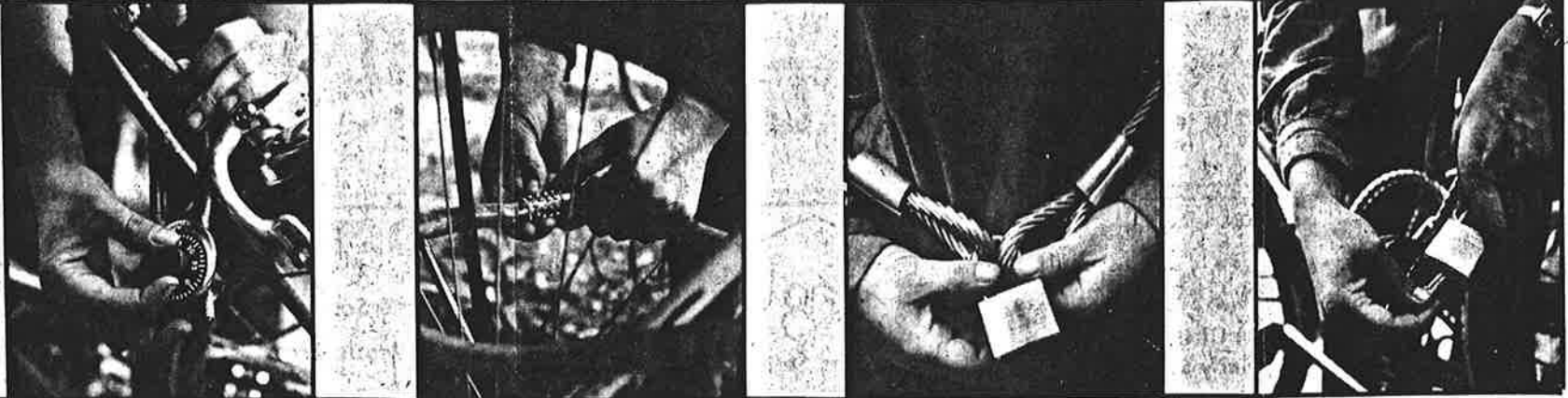
He said stolen bicycles are often difficult to identify because they can be repainted, their parts can be interchanged and serial numbers can be removed.

Finally, if the police are lucky enough to catch and arrest the thief and the case is not against a juvenile or plea-bargained away before the trial, experience has shown that thieves get off with light penalties.

"Typically, it takes three convictions to put a person in a state prison," said Raymond

Thieves say some locks can be picked by a deft con artist as easily as a toy bank and if they can't get through the lock their wire cutters will slice through chains and cables like they were so much jello. But police and thieves both advise that a good lock and cable is worth its weight in the tears that might be caused by another ripoff.

SN photos/Dan Hughson



MSU - Bicycles & bicyclists *W W 1975*
Bicycle thefts on campus plague police

Scodeller, the Ingham County prosecutor. "Thieves are usually put on probation with the first

conviction. They know how much they can get away with. There is very little deterrent

value now because of the way the courts are handling these cases."

"If you've got a \$150 bicycle, it's stupid to try and protect it with a \$2 lock and chain," Zutaut

said. "You should figure on spending \$20 to \$30 for protection."

Bike thief defends profit

(continued from page A28)
me borrow it but he is pretty crazy and I gave it back to him."

Bob told his accoster that he lived in a different dorm and went home a different way, a little nervous but undaunted. The next night he was back at work.

Bob uses small wire cutters for lighter chains and two-foot bolt cutters to cut through locks if they are on a cable. Cable flattens out and won't cut. Hardened locks, usually key locks, are avoided.

"That is all you need, plus a little daring," Bob says.

After stealing a bike it is completely taken apart, the paint scraped, primer and paint sprayed on. The parts can be stripped and mixed, or sold and used separately.

Sometimes the serial numbers are filed off and new ones chiseled on although that is not so important in Detroit. One of Bob's stolen bikes was registered in his presence under a new number at the East Lansing police.

Bob's choice to join his daring trade is partly precipitated by the tighter economy. He wants to be successful academically and fairly comfortable without making the more legal sacrifice of a part-time job.

"When things get rougher you take more chances," he said. "I want to get out in four years with good grades and I couldn't if I had a job."

Bob also has a late model car that he purchased two years ago when times were better.

Bob's father worked at Chrysler for twenty-five years on the line and as Bob said: "His head is blown from working there for so long and he doesn't have any money."

Bob wants to avoid his father's fate and justifies stealing to insure that he stays out of a factory and gets into law school.

"My choice is steal the bikes to stay in school and then maybe I can do some good for the guy who gets screwed by the factory or the government. My interest is good for myself and my friends."

Bob claims no remorse for the victims of his trade, as long as he doesn't know who they are.

"Those are just my values,"

"He is just a victim of Detroit," his friend chuckled. But don't worry too much about being the Detroit victim's

next victim. He says he has enough money for school since his car is paid off and his social security can be used for tuition.

Bike thief steals for fun and profit

By JEROME MC GUIRE

The speaker is an MSU senior from Detroit named Bob. Tall, thin and younger looking than his 21 years, his bright colored hair pours around his friendly face.

His smile is quick and open as he talks about his trade. His basketball large hands gesture strongly. Bob is aiming toward law school but even when talking about academics his energetic physical nature spills out with a few disquietingly spontaneous karate moves.

He has become quite proficient at karate in the last year along with maintaining a 3.5 average and stealing over 20 ten-speed bicycles. Ten-speeds are the only bikes he steals and he estimates he netted a thousand tax free dollars from the trade last year.

He steals the bikes and takes most of them to Detroit for re-sale. A few are sold in the East Lansing area. He usually steals and sells them himself.

"I sell them for \$35 as average, depending upon condition and kind. Schwinn LeTours and the \$200 bikes bring in about \$60. I can always get top dollar for the right bike."

Bob sells the bikes to "friends of friends of friends." Word has spread around his area of Detroit and beyond about his wares. His closer friends told people they knew and soon Bob had built a reputation for excellent bikes.

"People approach me, say 'hey, you got any.' It's really easy in the spring and summertime. They buy them for their personal use and know that they are hot," Bob explained.

Stealing things for resale and thrill

is a way of life in Bob's home neighborhood. But he never stole bikes regularly until coming to MSU where he saw how easy it was to do. Bob transferred to MSU and noticed many people on his floor stole bikes.

"Sometimes I check the racks out in the day to see what is around, but I always get them at night. I don't usually take more than a minute unless I'm pretty crazy that night."

He is worried about getting caught but it has only happened once. He didn't feel like walking to registration and he used one of his bikes.

"A kid came up to me, grabbed the handlebars and yelled, 'hey, that's my bike!' I said 'you're crazy,' but he showed me all the marks and shit. I finally said the guy down the hall let

(continued on page A29)

MSU Bicycles & bicyclists
Bicyclists to visit campus

MSU VERTICAL FILE

By JANET R. OLSEN
State News Staff Writer

Approximately 100 bicyclists will invade the MSU campus this weekend for the second annual American Youth Hostel "MELT."

MELT, which stands for Milford-East Lansing Tour, has made the University its first-day destination. The cyclists will begin their trip in Farmington at Oakland Community College at 7 a.m. Saturday and will arrive at MSU at 3 or 4 p.m. after pedaling a 100-mile scenic route on secondary roads.

John Stein, MSU business administration junior and organizer of the tour, said MELT is likely to remain the name of the tour even though the group will start their trip from Farmington, and not Milford, this year.

Milford was the starting point for last year's tour, Stein said, but will be included on the return trip Sunday because a favorite stopping point—an ice cream store—is located there.

Participating cyclists, who need not be members of the Youth Hostel, come from Michigan and surrounding states. Stein, who is

also president of the MSU branch of the Capitol Area American Youth Hostels, expects the bike trip to continue to grow in popularity.

"We have all types of people participating in the tour," Stein said. "Last year the people ranged in age from 12 to the late-50s."

The group, which will enter campus by traveling from College Road to Forest Road to Farm Lane, will stay overnight in Holden Hall and will have an opportunity to tour the campus after arriving.

"Last year the tour went really well," Stein said. "The cyclists really appreciate using Holden Hall, since they are used to sleeping on gym floors during excursions. And after a day of riding, that dorm food tastes really good."

The cyclists will return to their starting point Sunday at 8 a.m. by traveling a different 85-mile scenic route.

Stein said that cyclists on the trip vary in experience and ability. Traveling speeds will range from 12 to more than 20 miles per hour.

MSU Bicycles & bicyclists
MSU cyclist wins in Pan-Am games

MSU VERTICAL FILE

By MICKI MAYNARD
State News Sports Writer

A member of the MSU Cycling Club gained glory and gold at last week's Pan American games, which are considered a major preliminary to the 1976 Olympics.

Roger Young took a gold medal as part of the California-based Team Pursuit, a four man cycling unit. Young, who has attended MSU off and on

depending on his cycling schedule, is the brother of speed skating and cycling star Sheila Young of Detroit. MSU Cycling Club member Terry Reeves said the United States team took on and defeated the Columbian national cycling team, considered the only team at the Pan-Am games with world class ability.

Young is now training in Belgium for next year's games,

which will be held in Montreal. The reason the cyclist is training abroad, Reeves said, is because Europe has better cycling facilities.

"Belgium has better world class indoor tracks," Reeves explained. "Over there, cycling is a national sport, and cycling stars are national heroes."

The 1976 Olympics will be Young's first, though he has participated in several world

meets.

The Team Pursuit medal was one of two gold awards won by the American men cyclists, the other being an individual prize taken by New Jersey cyclist Steve Wasnik. The American women's team took first, third, and fourth places in the Pan-Am games.

Besides being a member of the MSU Cycling Club, Young is also a member of the state-

wide Wolverine Cycling Club, as are several MSU club members. World competition riders are allowed to participate on both a college club and an independent club.

Reeves said there is a strong possibility that Young will be

riding in the annual MSU Cycling Club race, which will be held May 8. That event will be run on West Circle Drive, and will include cyclists from all over the country as well as anyone who wishes to participate.

MSU Bicycles & Bikers face crackdowns

Bicyclists 11-4-75

By JANET NORRIS

If you're one of the 28,000 bicyclists on campus and you don't obey traffic signals, you could get yourself or someone else hurt — or you could get a traffic ticket which would cost you a minimum of \$9.

The Michigan Motor Vehicle Code requires bicycles to be operated as if they were motor vehicles. That means bicyclists can be ticketed for failure to stop for red lights, for going the wrong way on a one-way street or even for speeding.

The penalty for a bicycle violation varies according to where the offense occurs. Citations issued on the east end of campus fall under the jurisdiction of the 55th District Court in Mason. These citations are written on a parking ticket form and the fine is \$4.

Violations happening anywhere else on campus are taken care of by the 54th District Court in East Lansing. The minimum fine for a conviction is \$9. In addition, this sort of conviction goes on the driving record of licensed drivers.

The Dept. of Public Safety (DPS) is working to develop a citation form acceptable to both courts that would be used specifically for bicycle violations. At this time, motor vehicle citation forms are used.

The DPS issued 145 traffic citations to bikers for moving violations between July 1974 and July 1975. Most of these were for going the wrong way on a one-way street. Failure to stop or yield is the second most common violation for which tickets are issued.

DPS Sgt. Larry Lyon said MSU officers do not like to issue citations for bicycle violations because bicyclists often feel the police are being petty in stopping someone

(continued on page 8)

MSU VERTICAL FILE

Tuesday, November 4, 1975

Bikers face traffic tickets

(continued from page 3)

for breaking the rules of biking.

When bicycle accidents increase, campus police enforce traffic regulations more strictly, Lyon said. Word gets out that tickets are being issued and bicyclists become more careful about obeying the rules.

One reason so few citations are written to bikers is the lack of time and officers for comprehensive enforcement, Lyon said. In addition, it is difficult for an officer driving a patrol car in traffic to catch a bicyclist who can cut between buildings and disappear when he or she is pursued by police.

Last year the DPS registered 14,000 bicycles on campus. The most recent survey, done two years ago, showed that almost half the bicycles operated on campus are not registered either with the University or the City of East Lansing. This means that there could be 28,000 bicycles being ridden on campus during the peak hours of class change.

During the 1974 - 75 school year there were about 60 bicycle-car accidents. These accidents resulted in 44 cases of personal injury and 20 instances of property damage. Lyon said

that in most cases the biker was at fault when he or she rode into the path of an automobile which was turning right.

Fortunately, most of the injuries resulting from such accidents are minor. There has never been a death from a bicycle-car collision on campus.

More serious injuries result when two bicycles collide. This happens most often where two bike paths cross. Since both bikes are apt to be moving rather fast and neither cyclist is very well protected, severe injuries may result.

There were 77 two-bike collisions during the 1974 - 75 school year which came to the attention of the DPS.

In addition to moving violations, riders of improperly parked bikes may find their means of transportation impounded by the DPS. This is done on a demand basis, when bikes chained to parking meters or trees prevent grounds crews from mowing lawns or when so many bikers are parked around building entrances that they are a hazard to people going into and out of the buildings.

Impounded bicycles can be recovered at the DPS building for a \$3 impounding fee.



SN photo/Daniel Hughson

Cycles and more cycles whizzed by spectators on campus. Some knew what was going on, but

for many, the MSU Criterium bicycle race drew looks of astonishment.

MSU - Bicycles & bicycling 5-12-75 Colorful cycle race on campus compliments spring day at MSU

By DAN SPICKLER
State News Sports Writer
West Circle Drive, usually bustling with traffic, was closed for six hours Saturday and the welcome quiet of a beautiful spring day was interrupted only by a wound-down siren sound, caused by whirling bicycle spokes, drifting through the air.
MSU's Cycling Club, with local merchants, sponsored the eighth annual MSU Criterium bicycle race. The event was one of the more colorful, rare and interesting athletic contests held on campus this season.

The race, sanctioned by the Amateur Bicycle League of America (ABLA), drew cyclists, with their costly custom-built 10-speed machines, from places as far away as Louisiana.

Competition among 116 entries was split into six different races, with cyclists rang-

to top gear crankers with Senior One and Two division standing.

James Huff, 27, a junior high school social studies teacher from Waterford won the Senior One and Two division race, pedaling a distance of 45 miles in 93:44, averaging 29 m.p.h.

Huff started racing three years ago and won the top prize after finishing the event for the first time in three years.

"My cycle didn't make it through the first two of them," Huff said. "Winning this thing after completing the race for the first time was a real surprise."

Huff won a custom-built \$260 bike frame. Huff, a member of the Wolverine Schwinn Cycling Club in Detroit captured top honors on a standard Raleigh Professional model.

Rob Copeland of the MSU

and Kurt Burtz of Ann Arbor finished third in the race.

Senior division races feature "Prime sprints" during the race, where competitors see who can finish one lap in the fastest time. Roger Young, world class Olympian and defending champion of the division One race, won three of the four sprints. Allen Sheeman captured the other one.

Young has been touring Europe and the country, training for the Olympics. He is an MSU junior but does not plan to be on campus until the end of the 1976 Olympics.

"There just isn't one single place for a cyclist to train," Young said. "This way, by traveling I not only get a chance to meet the top competition, I also get a chance to see the world."

In the Senior Three and Four race, Jan Tripp of Ann Arbor took top honors, with

DeHart and Detroit's Dan Fitzgerald taking second and third.

Doug Croft, ABLA state representative from Pleasant Ridge, won the veterans race. Sue Nevara, silver medalist in the last year's world championships, from Flint, took first in the women's senior division. Tom Finkler, from Louisiana, won top junior division honors.

MSU: Beachler + bicyclists

Bikeway proposal tabled; council requests planning

7-8-76

MSU VERTICAL FILE

By NANCY H. JARVIS
State News Staff Writer

The East Lansing City Council was consistent with their usual calm summer meetings Tuesday night when they tabled a proposal for an intricate bikeway system, heard complaints on the planning commission's January vacancy survey and consented to close down M.A.C. Avenue for the annual sidewalk sale.

The most recent development in the progress of the proposed system is the transportation committee's approval of an extensive report compiled by the bikeway committee. The transportation commission recommended that the East Lansing City Council request the bikeway staff to develop construction plans and cost estimates for construction of the system.

The request was tabled at Tuesday night's council meeting because a definite plan for the bikeway system had not been established. Council chose to wait for the planning commission's recommendations before taking action.

The proposed system includes sidewalk curb cuts on major streets, bikeways through some city parks, a park-tour bike route and additional bike racks.

The system would be funded from the \$68,000 currently available in city money for bike paths plus the city's request for up to \$80,000 in Federal Aid Urban Systems funds and \$186,000 from the Capital Improvements Program.

Council was further made aware of city hall activities Tuesday night when William Beachler of the Committee for Rent Control expressed "serious reservations" about the Multiple Family Rental Market Survey conducted by the East Lansing Planning Commission last January. The errors were discovered by the research task force which is a group working with the rent control committee.

Beachler said the task force discovered that the 44-unit apartment complex on Haslett Road was double-counted in the planning commission's survey. This resulted in the commission's vacancy rate being 21 per cent when actually it is over 24 per cent, he said.

Beachler also expressed concern about the survey because of the commission's lack

of explanation for this extraordinarily high vacancy rate. This one complex represented exactly one half of all the vacancies reported by the commission.

The rent control task force interviewed the tenants in the apartment complex and discovered that the high vacancy rate could be attributed to the extremely poor maintenance of the complex along with a change of ownership.

Beachler added in his address to council that another opportunity for the approval of rent control would be possible in this November's elections.

Tuesday's meeting continued with council's approval to close M.A.C. Avenue from Grand River Avenue and Albert Street on July 15 and 16 to allow the Central East Lansing Business Assn. to hold their annual sidewalk sale. This will provide a safe area for pedestrians during the sale.

MSU - Cycling & bicyclists 5-9-75 MSU VERTICAL FILE

MSU Cycling Club hosts race

By DAN SPICKLER

State News Sports Writer

Described by one cyclist as both the "most punishing" and "most fun to watch" type of bicycle race, MSU's Cycling Club and local area merchants will sponsor the eighth annual MSU Criterium Saturday on West Circle Drive.

The races, totaling seven in all, will be held from 8 a.m. to 2 p.m. and will be sanctioned by the Amateur Bicycle League of America (ABLA). MSU's Dept. of Public Safety will close the circle for the race.

A "criterium" is a race that is held on a course about one mile in distance which, by definition is to include one or two tight turns.

The finish line of the race will be set up near the front of the Union Building. Both the Senior One and Two division competition, which features the fastest and most experienced cyclists, is scheduled to begin at noon, in a combined race.

The senior division races will total close to 35 miles in distance. This varies in the mid-ge, junior and women divisions

where the distances are considerably shortened. Each race may have up to 30 riders.

The races are opened only to members of the ABLA. Most participants are expected to be from local area clubs, with some cyclists in the senior divisions coming in from Detroit, Ann Arbor, Ohio State University, and Chicago.

Last spring the Senior One division race was won by MSU's Roger Young, brother of women's world cycling and skating champion Sheila Young. Roger, a sophomore and

former member of the 1972 U.S. Olympic Cycling team, is currently on tour throughout the country and Europe and it is not known whether or not he plans to return to defend his title.

While the races are run under amateur standing, winning cyclists will be able to receive "merchandise" awards. The winner of the senior division one race will be awarded a \$200 bicycle frame. Awards will also be given in the other divisions. The total prize list is estimated at \$750.

Steve DeHart, registration co-chairman and treasurer of the MSU Cycling Club, said there was one casualty last year.

"A duck got run over," DeHart said. "This race isn't exactly violent, but it is punishing for the competitors and probably the most fun kind of cycling race to watch.

"There's some battling for position when the racers accelerate out of the corners and the average speed of the race is much higher than that of a point-to-point road race."

DeHart added that the race offers spectators a chance to see the competitors more than once and at various places in the course, compared to the road race.

MSU will be represented in senior two competition by Cycling Club members Dan Ruffe, senior and president of the club, sophomore Rick Oberle and brothers Rob and Bill Copland, both MSU alumni.

Senior Three competitors include DeHart, a sophomore, Joe Stephansky, a graduate student and sophomore Wolfham Meingast, one of the best bicycle track sprinters, who is also a member of Detroit's Wolverine Cycling Club.

Construction to give bikers '2020 Vision'

July 8, 1999

Transportation safety focus of ongoing project

By **MELISSA BURDEN**
State News Staff Writer

Improving bicycle safety is a key aspect in one campus construction project — just one of many expected to improve transportation safety at MSU.

The \$726,000 project along Farm Lane will include changing the four-lane road into a three-lane road from the bridge to East Circle Drive and adding a stop light at Auditorium Road. The construction began Monday and is expected to last until Aug. 6.

The Farm Lane project, which shut down the road to traffic, is an attempt to improve safety for all motorists and is the first piece of an on-street bicycle network that administrators are hoping to create.

"I feel it's critical to separate

the bicycle and pedestrian traffic," said Jeff Kacos, director of Campus Park and Planning. "If we can keep the bikes on the road in their own separate lanes, then we will have a much safer condition for all transportation users."

Construction along Farm Lane and Auditorium Road will include a right-turn lane, left-turn lane and a through lane at each side of the intersection.

That possibility of altering bike lanes onto roadways is one aspect of MSU's 2020 Vision project. Administrators will begin meeting with students and staff this fall to help determine what the campus will look like in 2020.

"We have to get through the 2020 discussion before we can finalize any plans," he said.

Having bikes on roadways in separate four-foot paths will help drivers as well, Kacos said. Many bicycles now dart out in front of traffic, sometimes causing accidents.

"That would be a way for the bikes to move faster ... and still be safe," he said.

Please see **SAFETY**, page 2

Reported bicycle accidents on campus in 1997 and 1998

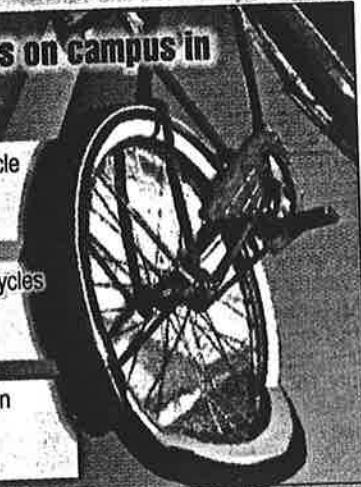
Bicycle accidents (either bicycle-to-bicycle
or bicycle-to-pedestrian)
1997 **22** 1998 **23**

Traffic accidents involving cars and bicycles
in roadways
1997 **29** 1998 **22**

Non-traffic bicycle accidents (such as in
parking lots)
1997 **12** 1998 **6**

Source: MSU Police, Department of Statistics

The State News • RYAN WARD



SAFETY

continued from page 1

Most of MSU's existing bike paths are too narrow for larger bikes and increased bike traffic, Kacos said.

"They don't really meet today's design standards," he said. "It's not really practical to ... improve those."

In 1998, 23 bicycle-to-bicycle or bicycle-to-pedestrian accidents were reported to MSU Police. Bicycle accidents that occurred in roadways on campus are down from 29 in 1997 to 22 in 1998, according to MSU police. Six non-traffic bicycle accidents were reported in 1998.

But accidents which only cause bruises or require dusting off may not get reported, Kacos said. More than 2,700 bicycles were registered on campus last year.

"Probably only the accidents that require medical attention get

reported," he said. "We don't have statistics that probably reflect the true numbers."

Bike paths also will be added to next year's Trowbridge Road extension project and will help move traffic smoothly from areas like Spartan Village onto campus, Kacos said.

Year-round bicycle rider Randy Russell, who works for MSU's Virtual University, said he likes the idea of three-lane roads, but doesn't think roadway bike paths are the solution to bicycle-pedestrian problems.

"Anytime you're close to cars, you're at risk of them doing something funky," he said. "I think the best solution would be to have good off-road bike paths."

Russell said he tries to stay on sidewalks while riding his mountain bicycle whenever possible.

"If I fall on a sidewalk, I fall on a sidewalk," he said. "If I fall in front of car, maybe I'm dead."

Farm Lane is now closed to

motorists and detour signs are posted at entrances. Motorists may enter campus through the Beal Street entrance or through Bogue Street.

The traffic light has been needed due to the number of accidents at the Farm Lane-Auditorium Road intersection, said Fred Poston, interim vice president for finance and operations.

"It tends to slow people down as well as improve the traffic flow on and off campus," he said.

The intersection will be viewed by camera monitors through the traffic lights. The cameras will help to adjust the timing of the lights according to how much traffic is stopped at the light.

The existing traffic light at Farm Lane and East Circle Drive will be removed.

"That light would be too close to the signal at the circle," he said.

Burden, State News administration reporter, can be reached at burdenme@pilot.msu.edu.

E.L. council to vote on Grand River biking ordinance

By **JENNIFER MEESE**

The State News

The future of biking on Grand River Avenue will be decided at tonight's East Lansing City Council meeting.

Biking in East Lansing business districts has been banned for more than 25 years. But in March 1998, the council adopted an ordinance that lifted the ban everywhere except along Grand River Avenue.

Some saw the move as a way to make it easier to restrict biking on the avenue.

In October 1998, after protests by bicyclists organized by United Spartan Students, the council adopted an ordinance to suspend the Grand River Avenue biking restriction for a year.

Council members will vote on an

ordinance to allow biking on the sidewalk indefinitely.

Part of a bike path, consisting of Spartan logos on white backgrounds and signs informing bikers which side to ride on, has been constructed and is growing slowly. Signs saying that pedestrians always have the right of way have also been posted along the sidewalk.

Councilmember Douglas Jester said he believes the ordinance will pass and that if it doesn't the city would "have wasted the effort" constructing the bike lane.

Beverly Baten, chairperson of the East Lansing Transportation Commission, also foresees the ordinance's passage.

"When we finish it all, the first couple of days we're going to have bicycle

patrol officers riding — just to let people know that the bike lane is there and how to use it, to see if it is working and if there are any questions," said Baten, a representative on the Grand River Avenue Bike Task Force, a group formed to help solve the controversy over sidewalk biking.

Jester said having the officers is simply an "educational effort" and could not do anything besides make sure bicyclists ride safely and at the same pace as pedestrians. He said bicyclists will not get tickets if they don't use the bike lanes.

Pre-med senior Chris Bremer said he avoids the Grand River Avenue sidewalk during "busy hours" because the sidewalk is too congested, but he might ride on it if everyone were following biking lines.

What: East Lansing City Council discusses whether to permanently allow bikes along the north side of Grand River Avenue.

When: 7:30 tonight

Where: City Council Chambers, East Lansing City Hall, 101 Linden St.

"I can see why they would want it — there are a lot of people walking," Bremer said. "But it could cause more problems because a lot of people bike."

Jennifer Meese, State News East Lansing reporter, can be reached at meesejen@msu.edu.

Oct. 5, 1999

The State News

URL: http://statenews.com/index.php/article/2010/02/msu_plans_to_improve_campus_bike_parking
Current Date: Tue, 16 Feb 2010 15:10:08 -0500

MSU plans to improve campus bike parking

By [David Barker](#) (Last updated: 17 hours ago)

In the future, MSU might provide cover for students tired of returning to find their bikes damaged, wet or gone altogether.

The All-University Traffic and Transportation Committee, or AUTTC, is in the process of drafting a recommendation that could bring more covered bike spaces to campus, said Tim Potter, a committee member and the marketing and sales coordinator for MSU Bikes.

The AUTTC is an advisory committee to Vice President for Finance and Operations and Treasurer Fred Poston.

The entire committee would first need to vote to approve the recommendation at its final meeting of the year, April 29, before it is sent to Poston, AUTTC Chairman William McConnell said.

Poston would decide whether it was possible to implement the proposed changes, McConnell said.

Potter said the committee is considering several types of bike enclosures intended to cut down on bike theft and encourage people to ride bikes on campus.

“The way we have bike parking now, it is exposed to the weather,” Potter said. “There can be rust and damage to the bikes as a result.”

Some ideas involve a combination of fencing, surveillance or security measures such as combinations, key cards or attendants, Potter said.

The various methods make it impossible for officials to nail down the cost for installation, he said.

“We’ve looked at the bike locker option,” Potter said. “For a two-bike locker and a cement pad to set it in, the cost is astronomical for it to benefit only two people.”

The university now has at least six covered parking racks — most of which are located inside parking ramps, according to the MSU Transportation Services Web site.

Potter said he wants to secure funding for a pilot installation that would put facilities at commuter lots and an additional location on campus.

“They would have an option to store it overnight in a place that typically you might not want to leave your bike,” Potter said.

The University of Minnesota has had a bike locker program for about 15 years, said Steve Sanders, Public Transportation Services bicycle coordinator at the university.

Currently, the program offers 200 bike spaces — all full — as well as an extensive waiting list, Sanders said.

“Our bike lockers are \$84 a year — \$7 a month,” Sanders said. “We got a federal grant to buy a bunch of them and we have been adding them ever since.”

English graduate student Connor Ryan said although he would like to have the opportunity to leave his bike in a place where it wouldn’t be exposed to the weather, he usually parks his bike as close as he can to his destination — rain or shine.

Ryan, who lives near Lansing Community College, said he uses his bike to travel from place to place. As convenient as covered bike racks would be, Ryan said the problem isn’t rooted entirely in weather.

“I think most people here ride their bike and then leave it in a snowdrift for the entire winter,” Ryan said.

“Then they have to take it down to MSU Bikes and have the staff take care of it for them. People don’t have much invested in their stuff.”

Originally Published: 18 hours ago

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MSU Bikes helps Spartan cyclists

Kara Venturino-Eyde | Writer

Bikes belonging to campus apartment residents may be riding a bit better after receiving free minor repairs this summer.

Tim Potter, manager of the MSU Bikes Service Center, and volunteers from the MSU Bike Project donated their time and skills during three free bike repair clinics. The MSU Bike Project is a volunteer group that meets Wednesday evenings in Demonstration Hall to work on abandoned bikes. Clinics were offered at the Spartan Village Community Center on June 9, and at the Cherry Lane laundromat on June 23 and July 7.

"They were well received last year, so we were asked to do them again this year," said Potter.

He estimated there were about 30 to 40 residents taking advantage of the clinics during each session.

Potter and his volunteers performed minor repairs to residents' bikes, such as oiling, brake- and gear-tuning and adding air to tires. More complex repairs were also made if they were possible with the tools at hand.

Holding the free bike clinics for University apartment residents was important because many of them use bikes to commute to and from campus, said Felix Yeboah, co-chair of the University Apartments Council of Residents.

"Doing any kind of basic services on the bikes would help residents in commuting to school," Yeboah said.

The clinics were held by the MSU Bikes Service Center and UACOR.

Crafts Worker III Daniel Dokter, a student mechanic at the service center, volunteered at all three clinics during the summer. He said that just spending five minutes to diagnose and fix a small problem on a resident's bike made a visible difference.

"I just really like working with the bikes and being able to help out in the community. [The residents are] grateful for what you're doing," Dokter said. 🍕



Photos by Wasim Khaliq

▲ Volunteer Augie Englehart works on a child's bike at the UACOR Clinic at the Cherry Lane laundromat.

"I just really like working with the bikes and being able to help out in the community. [The residents are] grateful for what you're doing."

— **Daniel Dokter**, crafts worker III



▲ Volunteers for the clinics stand in front of the Cherry Lane laundromat. They are: (from left) Mark Balawender, Augie Englehart, Pat Alderhold, Dokter, Roger Summerfield, Jeff Van Andel, Sean Barton, Potter and AJ Koul.

MSU Bikes Service Center offers bike tune-up class

By Emily Wilkins
THE STATE NEWS

Plant pathology senior Emmie Warnstrom knew her bike needed maintenance when a dysfunctional brake line caused her to almost fly over the handlebars last winter.

"I was braking and there wasn't any salt," Warnstrom said. "A car would have hit me if it didn't stop."

After having the brake line replaced twice, Warnstrom jumped on the chance to learn how to care for her mountain bike fully through a class at the MSU Bikes Service Center.

Warnstrom was one of four people learning the ins and outs of bike repair and upkeep last Saturday afternoon at the service center. The bike maintenance class, which was dropped last year, returned this year because of the high volume of requests the service center received for such a class, said Tim Potter, manager of MSU Bikes Service Center.

"We had a lot of people asking, so we decided to pull the staff together and make it happen," Potter said. "We've had a lot of community members take our classes looking to learn and prepare their bikes for spring."

Those who take the class either can bring their own bike to practice repairs on or use a loaner bike from the center. The class costs \$70, approximately the price of a normal tune-up at the bike store. And the class can pay for itself, said Charlotte, Mich., resident Ben Brown.

Before the class, Brown, who rides his bike year-round, had been having trouble with the "crank," the bar that connects the pedals to the bike.

"The bike I normally ride, I've had trouble with the crank arm being loose and almost falling off," Brown said. "It will wear if you keep pedaling and you'll have to spend a lot of money on the arm. To know how to keep it from being loose is one way for me to save on the cost of being here today."

Mechanical engineering sophomore Daniel Dokter, an MSU Bikes Service Center worker, carefully guided Brown through the process of tightening the crank.

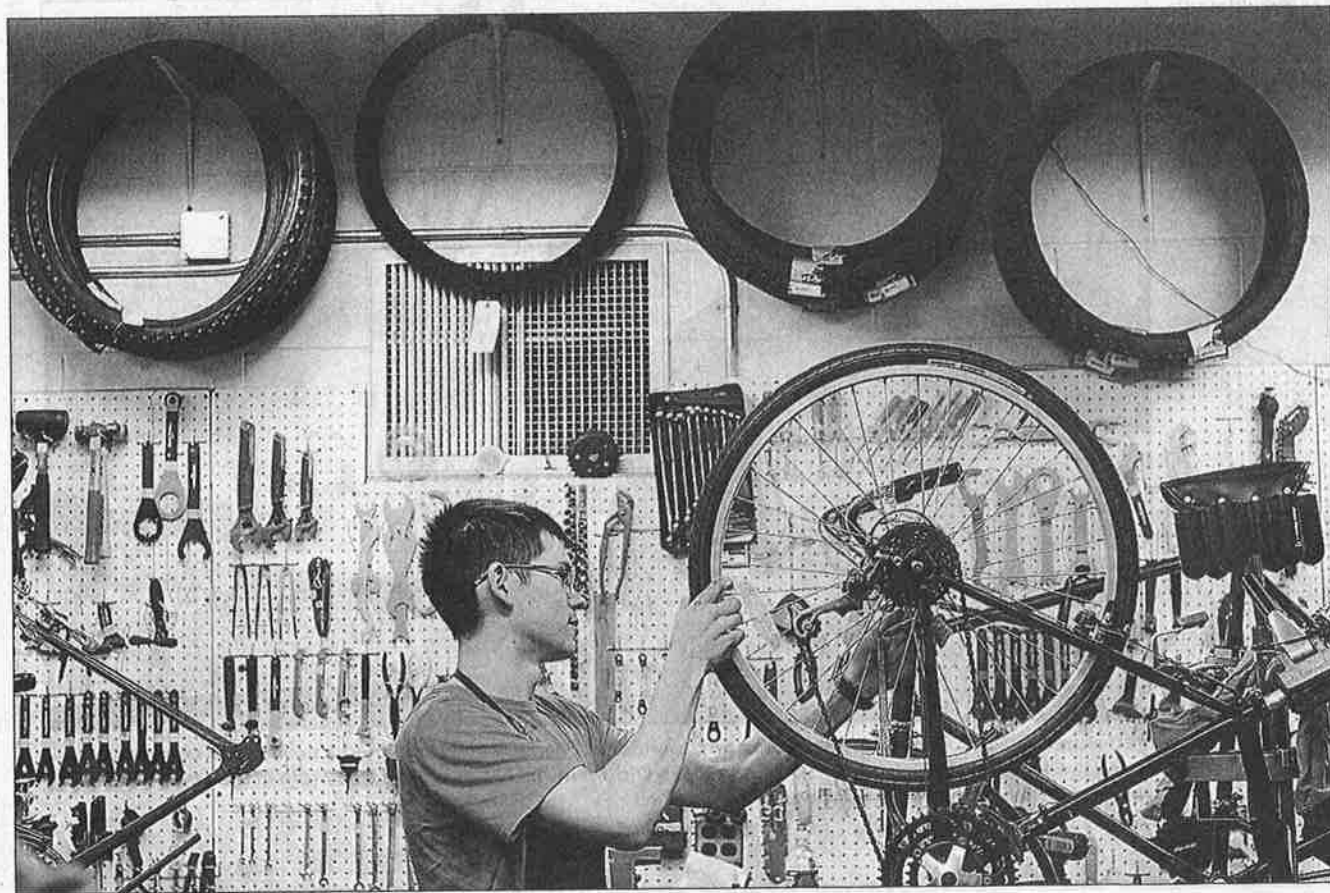
"Use your forearm," Dokter said, squatting next to Brown's bike and demonstrating the motion with a torque wrench. "Tighten until you feel the click."

"So it was loose!" Brown said.

Dokter said many bike owners have little to no knowledge of the process the Service Center goes through when bikes are brought in for maintenance and repairs.

"A lot of customers will come into the shop with zero knowledge about how their bike functions," Dokter said. "By taking this class, you're going to be equipped with that basic knowledge, and you can easily identify safety issues on your own and not risk crashing."

Dokter said the class works from the front of the bike to the back.



LAUREN WOOD/THE STATE NEWS

Student mechanic and mechanical engineering sophomore Daniel Dokter checks the tire on a bike he had finished repairing Tuesday morning at the MSU Bikes Service Center. The store is offering weekly Saturday classes on different bike topics, including how to repair a bike.

"This is the process that a mechanic will go through when we get a bike in the shop for a tuneup," Dokter said. "By the end of the day, their own personal bikes will be tuned up and they will leave with the knowl-

edge on how every single part of their bikes work."

Professor of biochemistry and molecular biology Rob Last was not sure he'd remember everything he learned in the class, but was appreciative of the general

knowledge of a bike tuneup.

"I'm not sure I'll be able to get in there and do magic myself," Last said.

"But at least I'll understand what the magic is and some of the maintenance stuff I can do

myself."

Additional classes will be held this Saturday and March 19, with a women-only class on March 12. Class size is limited. More information can be found at bikes.msu.edu.

Miller, Whitney

From: Tim Potter [bikes@msu.edu]
Sent: Thursday, February 03, 2011 3:05 PM
To: asmsu@msu.edu; cc@rha.msu.edu; ctnews@msu.edu; ctupres@msu.edu; info@asmsu.msu.edu
Subject: MSU Bikes February News

Hello,

Please consider passing along the following information to your colleagues and groups who might be interested in bicycling on the MSU campus.

Thank you.
Tim

- **Bike Maintenance Classes @ MSU Bikes - Sign-up now!**

We've opened online registration for our upcoming basic bike maintenance classes taught by our experienced staff. There are 4 classes on the following dates with one being for women only (all classes are from 1- 4 pm; spaces left as of 2/3, 3:00 pm):

Feb. 5 (3 spaces left), Feb. 12 (5 spaces), Mar. 12 (1 space - Women-only), Mar. 19 (5 spaces)

Go to [this page](#) to register (Feb. 5th class still has openings & is at the bottom of the list).

Non-MSU people can also use this system. Everyone will have to register in the Non-Credit Registration System (unless they've already registered). There are only 6 places per class so bear that in mind. You can bring your own bike or we can provide one for you to work on.

- **Tune-up and Storage Offer**

Get your bike tuned-up and then let us pamper it in heated, dry storage until April (or good riding weather whichever comes first) for \$70 (a \$90 value)! Bring in [this coupon](#) or mention the "Tune and Store" offer if you forget to bring it with you. Offer ends 2/18/11.

- **Help grade MSU's Bike Friendliness**

Please help the League of American Bicyclists' rate MSU's bike friendliness. We recently completed an extensive application for their [Bicycle Friendly University award](#). See the instructions below.

Contact Carly Sieff at email: Carly@bikeleague.org or phone: 202-621-5454 for a copy of our application & guidelines (sorry, this list doesn't support attachments).

"Thank you for submitting an application for Michigan State University to be recognized as a Bicycle Friendly University. As part of our standard review process, I am reaching out to you to assist us in broadening our picture of your campus. Please provide this anonymous BFU Local Survey to potentially interested members of your faculty, staff and student body. The survey is available [online here](#).

Simply pass the link to any faculty, staff and students along with the attached guidelines. If you would like also send along your application, I have attached a PDF for your convenience. We will take care of the rest.

It will take approximately 10-15 minutes. The respondents will only need a computer, a copy of your BFU application (attached) if you'd like, and a description of the various award levels (also attached). We would like to have at least a few of these local reviews to assist us in the formal review here at the League of American Bicyclists; however, the more the better so please encourage faculty, staff and students to respond! **The deadline for this review is Friday, February 18.**

This email marks the beginning of the review process. The entire review process concludes with awards officially announced at this year's National Bike Summit, March 8-11. If your college or university receives a BFU award, it will be included in a national press release soon after. Feedback on your application will be delivered approximately 6 weeks after the announcement.

Thank you again for your cooperation and assistance. I look forward to our continued communication. Please feel free to call or email at any time with questions or concerns, 202-621-5454.

Carly Sieff
Program Assistant, Bicycle Friendly America
League of American Bicyclists
1612 K Street NW, Suite 800
Washington, DC 20006
P: 202-621-5454
Carly@bikeleague.org
www.bikeleague.org

Thank you and hope you enjoyed the snow day!

MSU Bikes staff

For more information on the MSU Physical Plant, visit www.pp.msu.edu or stay connected via [Twitter](#), [Facebook](#) and [YouTube](#).

MSU Bikes - Physical Plant Transportation Services - Michigan State University
B10 Bessey Hall - East Lansing, MI 48824-1033 - bikes@msu.edu



Tim Potter
Manager, Bike Service Center
MSU Bikes Service Center
B10 Bessey Hall/ Michigan St. University
Along the N. River Trail, 300 ft. west of Farm Ln. Bridge
E. Lansing, MI 48824-1033

Ph: 517/432-3400
Fax: 517/432-2743
Email: bikes@msu.edu
Web: www.bikes.msu.edu

"Where there is a wheel there is a way."

Motto of the Good Roads Movement, early 1900s

MICHIGAN STATE UNIVERSITY

Campus Fair

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824

October 26, 1977

MEMORANDUM

TO: Milton Baron, Director - Campus Park & Planning

FROM: Gilbert Lloyd - Director of Grounds Maintenance *G. L.*

SUBJECT: OCTOBER 1977 BICYCLE COUNT SURVEY

A bicycle count taken at 6:00 a.m. and 10:30 a.m. on October 12, 1977 is attached. A five year comparison of total bicycles counted follows:

	<u>October 1973</u>	<u>October 1974</u>	<u>October 1975</u>	<u>October 1976</u>	<u>October 1977</u>
6:00 a.m.	9,370	10,942	11,013	11,270	14,366
10:30 a.m.	12,969	12,913	12,354	13,516	11,546
Racks	903	937	975	997	1,006

The current year shows an increase of 3,096 bicycles over last year or 27% more than one year ago. Over the five year period there was an increase of 4,996 bicycles or 53%. The 10:30 a.m. total does not provide any significant information due to lack of an inside dormitory count at the same time, the change of classes schedule, and the particular day of the week the count is made. As a result we are no longer able to estimate the number of bicycles coming from off campus during a given time of the day.

Within the last five years there has been 103 additional racks provided for both overnight storage and classroom area parking, representing an 11% increase in racks to correspond with the 53% increase in bicycles. This strongly emphasizes a need for additional racks and hard surface pads to accommodate them.

cc: Richard Bernitt
Robert Bissell
Lyle Thorburn

Attachment

agn

MICHIGAN STATE UNIVERSITY
 OCT 27 1977
 DIV. OF CAMPUS PARK & P

MICHIGAN STATE UNIVERSITY
 GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 12, 1977

	October 12, 1977 6:00 a.m.	October 12, 1977 10:30 a.m.
Academic Campus	255	5,190
Dormitory Housing	5,199	4,489
Married Housing	2,249	1,867
TOTAL HOUSING	7,448	6,356
ACTUAL COUNT BY GARDENERS	7,703	11,546
Estimated in Dorms at 6:00 a.m.	<u>6,663</u>	_____
GRAND TOTAL	14,366	11,546

Total Count October 13, 197613,516

Total Count October 12, 197711,546

1,970 less bicycles than 1976
 count taken at 10:30 a.m.

Racks in Use - 1976.....997
 Racks in Use - 1977.....997
 Police Storage 9

1,006 in Use October, 1977

6,851 have been registered by Public Safety at this date.

MICHIGAN STATE
UNIVERSITY



MSU - Bicycles & bicycling
Department of Information Services
East Lansing, Michigan 48824

Contact: Tony Burkholder
(517) 355-2283

MSU VERTICAL FILE 1/30/79

RELEASE: Immediate

BICYCLE GRANT AIMED AT
REDUCING DEATHS AND INJURIES

EAST LANSING, Mich. -- According to State Police records, 45 people were killed and 3,710 injured in bicycle accidents in Michigan during 1977.

To try to make this popular sport safer, the Michigan 4-H Foundation has been granted \$78,746 for the second phase of a three-year bicycle care and safety program.

The program is funded by the Office of Highway Safety Planning and the U.S. Department of Transportation, National Highway Traffic Safety Administration. It is designed to reduce bicycle fatalities and injuries through local comprehensive bicycle safety programs.

Last year, 4-H provided bicycle education to more than 11,000 young people in the 10 counties involved in the pilot phase of the program.

"That's an increase of 1,500 percent over the previous year," says Bonita Neff, state 4-H bicycle specialist at Michigan State University.

"In this second phase of the program, we hope to duplicate this success throughout the state. We will also develop a national bicycle education model through evaluations of the approaches being tested in Michigan."

During the first year in the pilot counties, 272 volunteer leaders and 4-H staff were trained in 15 bicycle education workshops (each 27 hours long), and two statewide conferences, Neff reports. Written materials and slide-tapes were developed as support materials.

(more)

A variety of methods of involving young people in bicycle learning activities were tested in the pilot counties. These included day camps, workshops, bike clinics, programs through schools and joint efforts with other agencies.

To promote community involvement, a number of programs were tested, including bicycle peer courts, bike-a-thons for charity, bicycle safety checks and community bicycle days.

"During our pilot testing, we found that the most learning occurred when programs were of a continuing nature rather than a one-time exposure," Neff notes.

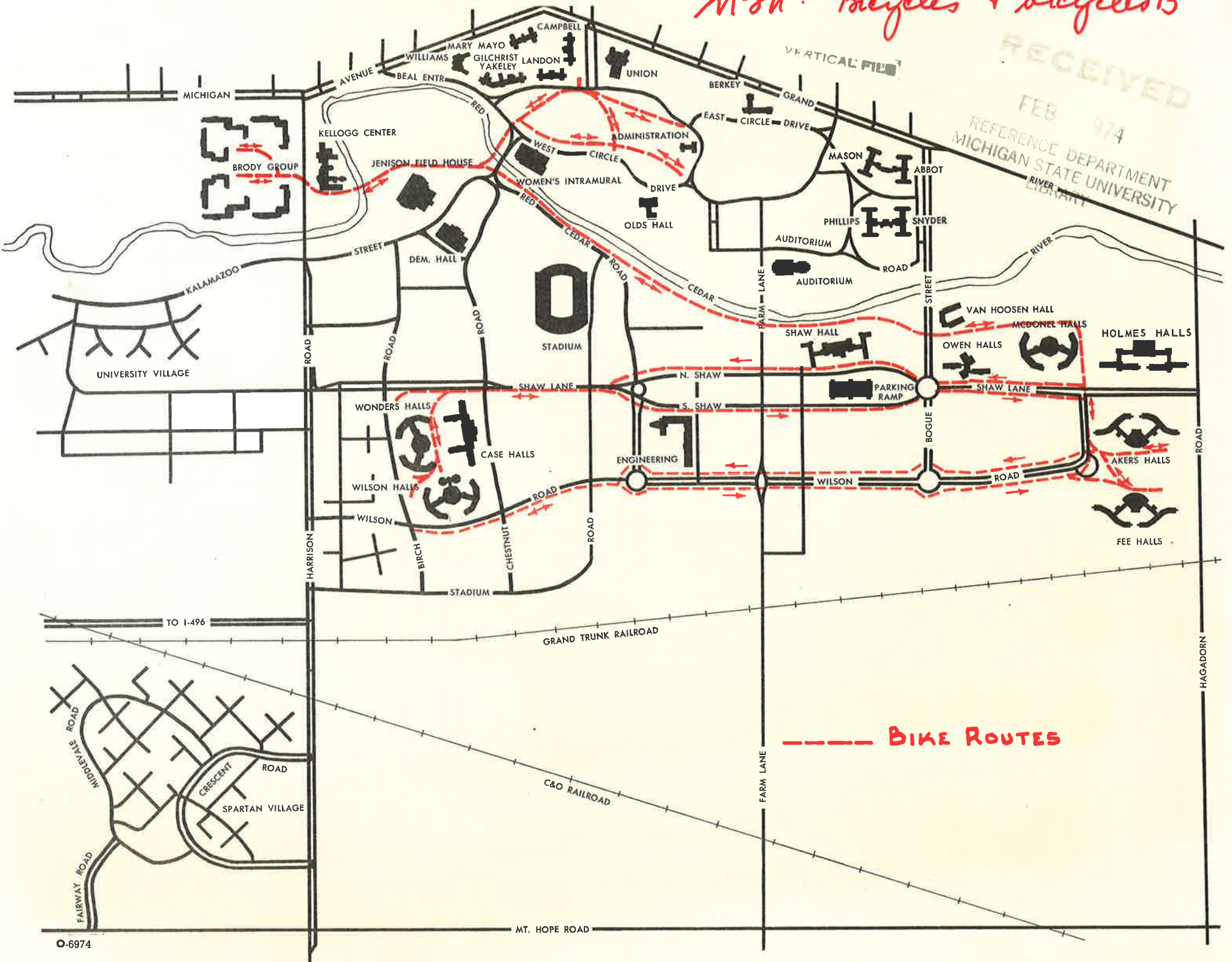
Any persons interested in getting assistance to develop a local bicycle education program should contact their county Extension Service office.

#tb#

MSU. Bicycles + bicyclists

RECEIVED
FEB 974

REFERENCE DEPARTMENT
MICHIGAN STATE UNIVERSITY
RIVER LIBRARY



----- BIKE ROUTES

NOTICE TO BICYCLISTS

THE MICHIGAN STATE UNIVERSITY TRAFFIC ORDINANCE HAS ESTABLISHED THE FOLLOWING REQUIREMENTS FOR THE USE OF BICYCLES ON UNIVERSITY PROPERTY:

LICENSING

Every bicycle operated or possessed on the campus must be licensed either by the university or the cities of Lansing or East Lansing. Licenses must be immediately attached to the bicycle.

PARKING

Unattended bicycles must be placed in bicycle racks and locked. When racks are full the bicycle must be parked in the immediate vicinity of the racks. Under no circumstances shall bicycles be parked in shrubbery, on sidewalks, near building exits and entrances, or in vehicle parking areas.

OPERATION

The Michigan Motor Vehicle Code requires that bicycles be operated as if they were motor vehicles. You are required to yield the right of way to pedestrians in marked crosswalks, obey all traffic control signs and devices, and keep as far to the right on the roadway as is possible. Riding on sidewalks or footpaths, riding more than two abreast, and riding against traffic is prohibited.

EQUIPMENT

Bicycles operated during dusk, darkness or dawn hours shall show a white light to the front and a red light or reflector to the rear.

IMPOUNDING

Bicycles not properly parked, not licensed, or parked unlocked will be impounded and may be reclaimed at the Department of Public Safety upon proof of ownership and payment of the established impounding fee.

ENFORCEMENT AND ADMINISTRATION

The Department of Public Safety is responsible for the enforcement and administration of the University Traffic Ordinance, the Michigan Motor Vehicle Code, and the bicycle licensing and control provisions thereof.

ANNUAL CLEAN-UP

During the week following Spring Term Commencement all bicycles parked on Campus must be placed in the designated Summer Term bicycle storage rack area (see the Department of Public Safety Announcement in the State News, Staff Bulletin or Dormitory Bulletin boards for the location of this area). Bicycles not in the Summer Term storage racks will be impounded.

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824-1216

MEMORANDUM

TO: Thomas W. Kehler

FROM: Bill Ratliff *WR*

DATE: September 29, 1993

SUBJECT: Bicycle Count

The 1993 fall bike count was taken on Wednesday, September the 22nd, between 9:30 AM. to 11:30 AM. The bike racks in each gardening zone were surveyed. At the same time, the residential dorm managers surveyed the storage rooms in their respective dorms.

	BIKES	MOPEDS	DORM STORAGE
Zone 1 -	2866	87	
Zone 2 -	1880	60	
Zone 3 -	3900	91	
Zone 4 -	823	25	
Total	9469	263	3483

WWRwwr

Total bikes 12,952

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824-1216

MEMORANDUM

TO: Thomas W. Kehler
FROM: Bill Ratliff
DATE: April 20, 1993
SUBJECT: Bicycle Count

The 1993 Spring bike count was taken on Friday, April the 16th, between 9:30 AM. to 11:30 AM. The bike racks in each gardening zone were surveyed. At the same time, the residential dorm managers surveyed the storage rooms in their respective dorms.

	BIKES	MOPEDS	DORM STORAGE
Zone 1 -	1303	112	
Zone 2 -	818	22	
Zone 3 -	2831	83	
<u>Zone 4 -</u>	<u>475</u>	<u>14</u>	<u> </u>
Total	6171	231	3459

9,630 bikes
231 Mopeds

WWRwvr

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824-1216

October 25, 1988.

M E M O R A N D U M

TO: Tom Kehler, Director
Campus Park and Planning

FROM: Gary Parrott, Director of Grounds *GRP*

SUBJECT: BICYCLE SURVEY SUMMARY

A summary of bicycles and mopeds was conducted by the gardeners on Monday, October 10, 1988. Our total count was 9,253 bicycles and 586 mopeds.

Using the campus analysis zones identified by the Campus Parking and Transportation Study, our survey shows the following:

	<u>BIKES</u>	<u>MOPEDS</u>
ZONE 1	680	51
2	290	27
3	601	31
4	169	11
5	416	26
6	976	74
7	294	25
8	150	10
9	210	24
10	99	2
11	72	5
12	10	3
13	24	1
14	41	3
15	12	2
16	30	1
17	9	0
18	0	0
19	66	4
20	1,271	51
21	1,452	125
22	1,060	12
23	<u>1,321</u>	<u>98</u>
TOTALS	9,253	586

Of possible interest, the bicycle count for Fall of 1986 was 7,520 bicycles and 121 mopeds.

MICHIGAN STATE UNIVERSITY

DIVISION OF CAMPUS PARK AND PLANNING
412 OLDS HALL
TELEPHONE (517) 355-9582

EAST LANSING · MICHIGAN · 48824-1047

10/19/1986

--Sent via EDD NETWORK--

M E M O R A N D U M

TO: Tom Kehler, Director
Campus Park and Planning

FROM: Gary Parrott, Director of Grounds

SUBJECT: BIKE COUNT, FALL 1986

Below is the bicycle count for fall term, 1986. The count was made on alternate days around the academic buildings with the resident halls being counted on one day only. We believe the count to be low by as much as 25%.

AREA	BIKE COUNT - FALL 1986	
	BIKES	MOPEDS
A-1	504	10
A-2	46	
A-3	511	22
A-4	644	16
A-5-1	127	3
A-5-2	227	
A-5-3	446	10
B-1	1529	
B-2	600	13
C	782	40
D	48	7
E	1218	
F	1047	
G	6	
TOTAL	7520	121

MICHIGAN STATE UNIVERSITY

OCT 23 1986

DIV. OF CAMPUS PARK & PLANNING

10-12-81

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY
October 7, 1981

10:20 A.M.

Academic Campus	4,152
Dormitory Housing	3,830
Married Housing	1,986
Total Housing	<u>5,816</u>
Total Count	9,968

This count does not include bicycles inside dorms.

Total count on October 29, 1980, at 10:20 AM	11,083
Total count on October 7, 1981, at 10:20 AM	<u>9,968</u>
Difference less than in 1980	1,115

Racks in use in 1980 = 1026
Racks in use in 1981 = 1027

agn

MICHIGAN STATE UNIVERSITY
 GROUNDS MAINTENANCE DEPARTMENT

CAMPUS BICYCLE AND BICYCLE RACK SURVEYS

Date Time	October, 1975		October, 1976		October, 1977		October, 1978		October, 1979	
	6 AM	10:30 AM	6 AM	10:30 AM	6 AM	10:30 AM	6 AM	10:30 AM	10:30 AM	
Academic Campus	229	5,847	268	6,772	255	5,190	313	5,340		5,320
Married Housing	2,267	1,963	2,402	1,985	2,249	1,867	2,058	1,705		2,038
Dormitory Housing	5,397	4,544	5,582	4,759	5,199	4,489	6,132	4,783		5,174
Est. in Dorms	3,120		3,000		6,663		6,663			
TOTAL	11,013	12,354	11,270	13,516	14,366	11,546	15,166	11,828		12,532
Registered Bikes at Public Safety	6,636		6,166		6,851		3,803			3,027
Racks in use	975		997		997		1008			1029
Racks in Storage					9					
TOTAL	975		997		1006		1008			1029

MICHIGAN STATE UNIVERSITY
 JAN 08 1982
 DIV. OF CAMPUS PARK & PLANNING

MICHIGAN ST. UNIVERSITY
 GROUNDS MAINTENANCE DEPARTMENT

CAMPUS BICYCLE AND BICYCLE RACK SURVEYS

Date Time	October, 1980 10:20 AM	Oct. 7, 1981 10:20 AM
Academic Campus	4,210	4,152
Married Housing	1,992	1,986
Dormitory Housing	4,681	3,830
TOTAL	11,083	9,968
Registered Bikes at Public Safety		
Racks in use	1,026	1,027
Racks in Storage	4	
TOTAL	1,030	

MICHIGAN STATE UNIVERSITY
 JAN 08 1982
 DIV. OF CAMPUS PARK & PLANNING

October 29, 1980

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - October 29, 1980

10:20 AM

Academic Campus	4,210
Dormitory Housing	4,881
Married Housing	1,992
Total Housing: 6,873	<hr/>
TOTAL COUNT	11,083

This count does not include bicycles inside dormitory buildings

Total count, October 10, 1979 at 10:30 AM	12,532
Total count, October 29, 1980 at 10:20 AM	<u>11,083</u>
	1,449 less than in 1979

Racks in use in 1979: 1,029

Racks in use in 1980: 1,026

CAMPUS PARK PLANNING

17/81
imj

BICYCLE DATE FROM 1960

YEAR	ENROLLMENT	ENROLLMENT VARIANCE	BIKES REGISTERED	BIKE REGISTERED VARIANCE	BIKE COUNT	BIKE COUNT VARIANCE	BIKES FROM OFF CAMPUS	RACKS IN USE	MILES OF ROUTE	
									ADDED	TOTAL
1960	21,000		1775						.9	.9
1961	22,637	+1637	3559	+1784					1	1.9
1962	25,014	+2377	4953	+1394					1.8	1.9
1963	27,669	+2655	5903	+ 950	Oct. 10:30a.m. 5330			401	.5	4.2
1964	31,500	+3831	5582	- 321	14 Oct. 10:30a.m. 8000	+2670			4.8	9.0
1965	35,580	+4080	5609	+ 27	Oct. 10:30a.m. 7510	- 490		718		9.0
1966	38,107	+2527	5662	- 347	Oct. 10:30a.m. 6300	-1210				9.0
1967	38,758	+1651	3871	-1391	11 Oct. 6:00 a.m. 5657	- 643		859	2.	11.0
1968	39,949	+1191	3240	- 631	15 Oct. 10:30a.m. 5339	- 318				11.0
1969	40,820	+ 871	2407	- 833	15 Oct. 10:30a.m. 4421	- 918		800		11.0
1970	39,000	-1820	2914	+ 507	23 Apr. 8:30a.m. 4226	- 195				11.0
"	40,511	+1511	2505	- 408	14 Oct. 10:30a.m. 4929	+ 703		732		11.0
1971	39,000	-1511	4258	+1752	2 June 10:30a.m. 5949	+1020	352	754		11.0
" Oct.	41,649	+2649	10032	+5774	5 Oct. 10:30a.m. 9235	+4306	775	775		11.0
1972	37,810	-3839	11927	+1895	27 Apr. 10:30a.m. 8937	- 298	1013	890		11.0
"Oct.	41,378	+3568	9566	-2361	4 Oct. 6:00 a.m. 9429	+492		880		11.0
"Oct.	"	"	"	"	4 Oct. 10:30a.m. 12,395	+3160	2543	880		11.0
"Nov. 9	"	"	12,148							

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING · MICHIGAN · 48824

October 18, 1976

M E M O R A N D U M

TO: Milton Baron, Director - Campus Park & Planning

FROM: Gilbert Lloyd - Superintendent of Grounds *GL*

SUBJECT: 1976 FALL BICYCLE SURVEY

The attached bicycle count was made October 14, 1976, at 6:00 a.m. and again at 10:30 a.m. There were 1,162 more bicycles on campus at the 10:30 count than last year but only 257 more than last year at the 6:00 survey. Apparently more bicycles are coming on campus from the surrounding area or there are more stored inside the residence halls than has been estimated by dorm personnel.

22 Additional racks have been placed in service but there is some over-crowding in a few classroom locations at varying times of the day. Relocating unused racks has helped this situation temporarily but increases the number of racks on lawn areas. This is not an extreme problem during the rest of fall term but will make it difficult to mow those areas during spring term.

Enclosure

agn

cc: Messrs: Richard Bernitt
Robert Bissell
Lyle Thorburn

MICHIGAN STATE UNIVERSITY
OCT 19 1976
DIVISION OF GROUNDS
PARK & PLANNING

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 13, 1976

	October 13, 1976 6:00 a.m.	October 13, 1976 10:30 a.m.
Academic Campus	268	6,772
Dormitory Housing	5,582	4,759
Married Housing	2,402	1,985
TOTAL HOUSING	7,984	6,744
ACTUAL COUNT BY GARDENERS	8,252	13,516
Estimated in Dorms at 6:00 a.m.	<u>3,000</u>	_____
GRAND TOTAL	11,270	13,516

Married Housing at 6:00 a.m.	2,402	
Married Housing at 10:30 a.m.	<u>1,985</u>	
		417 Bicycles leaving Married Housing
Total Count at 10:30 a.m.	13,516	
Total Count at 6:00 a.m.	<u>11,270</u>	
Difference in count	2,246	
Less Married Housing	<u>417</u>	
		1,829 Bicycles coming from off-campus

Total Count October 13, 1976	13,516	
Total Count October 15, 1975	<u>12,354</u>	
		1,162 More bicycles in 1976 count
Racks in use October 13, 1976	997	
Racks in use October 15, 1975	975	

DEPARTMENT OF PUBLIC SAFETY HAS REGISTERED 6,166 BICYCLES SINCE AUGUST 1, 1976.

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824

October 10, 1974

Mr. Milton Baron
Director
Campus Park and Planning
Manly Miles Building

Dear Mr. Baron:

Attached is the bicycle survey made October 9, 1974 at 6:00 a.m. and 10:30 a.m. It appears to me there are many more bicycles currently on campus this term, however, there are actually 56 less than compared to the count taken one year ago, October 3.

I am informed the Department of Public Safety has not completed the bicycle registration as of this date.

Sincerely,



Burt D. Ferris
Superintendent

Attachment (1)

cc Messrs Richard Bernitt, Robert Bissell, Lyle Thorburn

October 10, 1974

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 10, 1974

	October 9, 1974 6:00 a.m.	October 9, 1974 10:30 a.m.
Academic Campus.....	249.....	6,396
Dormitory Housing (Outside 5,607 - Inside 3,000)...	8,607.....	4,756
Married Housing.....	2,086.....	1,761
Total Housing.....	10,693.....	6,517
Grand Total.....	10,942.....	12,913

Married Housing at 6:00 a.m.....	2,086
Married Housing at 10:30 a.m.....	<u>1,761</u>
	325 Bicycles Leaving Married Housing
Total Count at 10:30 a.m.....	12,913
Total Count at 6:00 a.m.....	<u>10,942</u>
	Difference in count.....1,971 Bicycles coming in from off campus

Current Count at 10:30 a.m. October 9, 1974.....	12,913
Spring Count at 10:30 a.m. April 25, 1974.....	<u>9,841</u>
	3,072 More Bicycles than last spring survey

Racks in use October 3, 1973.....	903	<u>One Year Ago</u>
Racks in use October 9, 1974.....	937	October 3, 1973.....12,969
		October 9, 1974..... <u>12,913</u>
		56 Less Bicycles

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

EAST LANSING • MICHIGAN • 48824

*Penda - update your
graph - return to
Penda*

April 30, 1974

Mr. Milton Baron
Director
Campus Park and Planning
Manly Miles Building
Campus

Dear Mr. Baron:

Subject: Bicycle Survey, April 25, 1974

Attached is the bicycle survey made April 25, 1974 at 6:00 a.m. and 10:30 a.m. This survey indicates a decrease of 3,100 as compared to the survey taken last October 3, 1973 at 6:30 a.m. and 10:30 a.m.

The Department of Public Safety reported from August 1973 to April 25, 1974 there were 11,430 bicycles registered.

Sincerely,

Burt D. Ferris
Burt D. Ferris
Superintendent

cc Messrs Richard Bernitt
Robert Bissell
Lyle Thorburn
Adam Zutaut

Attachment (1)

used a total of 903

April 30, 1974

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - APRIL 25, 1974

	April 25, 1974 6:00 a.m.	April 25, 1974 10:30 a.m.
ACADEMIC CAMPUS.....	308.....	3,934
DORMITORY HOUSING.....	4,736.....	4,123
MARRIED HOUSING.....	2,180.....	1,784
TOTAL HOUSING.....	6,916.....	5,907
GRAND TOTAL.....	7,224.....	9,841

Count taken October 3, 1973 10:30 a.m.....12,969

Racks in use October 3, 1973.....903

October 3, 1973 at 10:30 a.m.....12,969

April 25, 1974 at 10:30 a.m..... 9,841

3,128 Less Bicycles than October 3, 1973

Married Housing at 6:00 a.m..... 2,180

Married Housing at 10:30 a.m..... 1,784

396 Bicycles Leaving Married Housing

Total Count at 10:30 a.m..... 9,841

Total Count at 6:00 a.m..... 7,224

Difference in count.....2,617

Less Married Housing..... 396

2,221 Bicycles Coming In Off Campus

Racks in use.....903

One Year Ago

April 26, 1973.....10,270

April 25, 1974..... 9,841

429 Less Bicycles

MICHIGAN STATE UNIVERSITY EAST LANSING

GROUNDS MAINTENANCE DEPARTMENT

October 5, 1972

Mr. Milton Baron
Director
Campus Park and Planning

Dear Mr. Baron:

Attached is the bicycle survey made October 4, 1972 at 6:00 and 10:30 a.m. This survey indicates we have an increase of 3,158 as compared to the survey taken October 5, 1971.

The Department of Public Safety reported as of October 4, 1972 there were 9,566 bicycles registered and in addition to those with permits there are 2,541 bicycles coming onto campus from nearby vicinities.

We are endeavoring to compile a comprehensive bicycle growth record with a graph in color code. It is my belief such a report and graph would be informative for the ten plus years we have been making this survey.

Sincerely,



Burt D. Ferris
Superintendent

cc Messrs Richard Bernitt
Adam Zutaut
Robert Bissell

MICHIGAN STATE UNIVERSITY
 GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 4, 1972

	October 4, 1972 6:00 a.m.	October 4, 1972 10:30 a.m.
ACADEMIC CAMPUS.....	285.....	5,637
DORMITORY HOUSING.....	7,260.....	5,297
MARRIED HOUSING.....	1,884.....	1,461
Total Housing.....	9,144.....	6,756
Grand Total.....	9,429.....	12,393

COUNT TAKEN APRIL 27, 1972 at 10:30 A.M...8,937

RACKS IN USE APRIL 27, 1972..... 890

October 4, 1972 at 10:30 a.m.....	12,393
April 27, 1972 at 10:30 a.m.....	<u>8,937</u>
	3,456 More Bicycles than April 1972 = 39% increase
MARRIED HOUSING AT 6:00 a.m.....	1,884
MARRIED HOUSING AT 10:30 a.m.....	<u>1,461</u>
	423 Bicycles leaving Married Housing
TOTAL COUNT AT 10:30 a.m.....	12,393
TOTAL COUNT AT 6:00 a.m.....	<u>9,429</u>
DIFFERENCE IN COUNT.....	2964
LESS MARRIED HOUSING.....	<u>423</u>
	2,541 Bicycles coming in from off campus

RACKS IN USE.....880

One (1) Year Ago

October 4, 1972.....	12,393
October 5, 1971.....	<u>9,235</u>
	3,158 more bicycles

*DEPARTMENT OF PUBLIC SAFETY REPORT:
 9,566 PERMITS ISSUED AS OF 10-4-72

10/10/72

MICHIGAN STATE UNIVERSITY GROUNDS MAINTENANCE DEPARTMENT
BICYCLE SURVEY

	Oct. 5, '71 10:30 a.m.	April '72 10:30 a.m.	Oct. 4, '72 6:00 a.m.	Oct. 4, '72 10:30 a.m.	Change Oct. '71 to Apr. '72	Change Apr. '72 to Oct.	Change '71 to '72
Academic Campus			285	5,637			
Dormitory Housing			7,260	5,297			
Married Housing			1,884	1,461			
TOTALS	9,235	8,937	9,429	12,395	-298	+492	+3,160

Bikes from off campus

2,543

Public Safety bike permits

9,566

Racks in use

890

880

10 - lost during mt. on Grand River last spring

*All 10 bikes
10 bikes in excess.*

10/10/72

MICHIGAN STATE UNIVERSITY GROUNDS MAINTENANCE DEPARTMENT
BICYCLE SURVEY

	Oct. 5, '71 10:30 a.m.	April '72 10:30 a.m.	Oct. 4, '72 6:00 a.m.	Oct. 4, '72 10:30 a.m.
Academic Campus			285	5,637
Dormitory Housing			7,260	5,297
Married Housing			1,884	1,461
TOTALS	9,235	8,937	9,429	12,395

Bikes from off campus				2,543
Public Safety bike permits				9,566
Racks in use		890		880

10-5-72

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 4, 1972

	October 4, 1972 6:00 a.m.	October 4, 1972 10:30 a.m.
ACADEMIC CAMPUS.....	285.....	5,637
DORMITORY HOUSING.....	7,260.....	5,297
MARRIED HOUSING.....	1,884.....	1,461
Total Housing.....	9,144.....	6,756
Grand Total.....	9,429.....	12,393

COUNT TAKEN APRIL 27, 1972 at 10:30 A.M...8,937

RACKS IN USE APRIL 27, 1972..... 890

October 4, 1972 at 10:30 a.m.....12,393

April 27, 1972 at 10:30 a.m..... 8,937

3,456 More Bicycles than April 1972

MARRIED HOUSING AT 6:00 a.m.....1,884

MARRIED HOUSING AT 10:30 a.m.....1,461

423 Bicycles leaving Married Housing

TOTAL COUNT AT 10:30 a.m.....12,393

TOTAL COUNT AT 6:00 a.m..... 9,429

DIFFERENCE IN COUNT.....2964

LESS MARRIED HOUSING..... 423

2,541 Bicycles coming in from off campus

RACKS IN USE.....880

One (1) Year Ago

October 4, 1972.....12,393

October 5, 1971..... 9,235

3,158 more bicycles

*DEPARTMENT OF PUBLIC SAFETY REPORT:
9,566 PERMITS ISSUED AS OF 10-4-72

BIKE DATA FROM 1960

11/10/73

8/9/73

YEAR	ENROLLMENT	ENROLLMENT VARIANCE	BIKES REGISTERED	BIKE REGISTERED VARIANCE	BIKE COUNT	BIKE COUNT VARIANCE	BIKES FROM OFF CAMPUS	RACKS IN USE	MILES OF ROUTE	
									ADDED	TOTAL
1960	21,000		1775						.9	.9
1961	22,637	+1637	3559	+1784					1	1.9
1962	25,014	+2377	4953	+1394					1.8	3.7
1963	27,669	+2655	5903	+ 950	Oct. 10:30a.m. 5330			401	.5	4.2
1964	31,500	+3831	5582	- 321	14 Oct. 10:30a.m. 8000	+2670			4.8	9.0
1965	35,580	+4080	5609	+ 27	Oct. 10:30a.m. 7510	- 490		718		9.0
1966	38,107	+2527	5262	- 347	Oct. 10:30a.m. 6300	-1210				9.0
1967	38,758	+1651	3871	-1391	11 Oct. 6:00 a.m. 5657	- 643		859	2.	11.0
1968	39,949	+1191	3240	- 631	15 Oct. 10:30a.m. 5339	- 318				11.0
1969	40,820	+ 871	2407	- 833	15 Oct. 10:30a.m. 4421	- 918		800		11.0
1970	39,000	-1820	2914	+ 507	23 Apr. 8:30 a.m. 4226	- 195				11.0
"	40,511	+1511	2506	- 408	14 Oct. 10:30a.m. 4929	+ 703		732		11.0
1971	39,000	-1511	4258	+1752	2 June 10:30a.m. 5949	+1020	352	754		11.0
" Oct.	41,649	+2649	10032	+5774	5 Oct. 10:30a.m. 9235	+3286	775	775		11.0
1972	37,810	-3839	11927	+1895	27 Apr. 10:30a.m. 8937	- 298	1013	890		11.0
" Oct.	41,378	+3568	9566	-2361	4 Oct. 6:00 a.m. 9429	+492		880		11.0
" Oct.	"	"	"	"	4 Oct. 10:30 a.m. 12,395	+2966	2543	880		11.0
" Nov. 9	"	"	12,148							
1973 Apr. 26	37,690	-3688	14,854	+2706	10,270	-2125		886		11.0
1973 June 30									.75	11.75

VERY BRIEF HISTORY AND STATISTICAL DATA PERTAINING TO BICYCLES ON CAMPUS

1958* Consideration and planning began for the construction of bicycle routes on campus.

Routes - Years Constructed - Sizes - Material (C = concrete, A = asphalt) - Enrollment - Bike Counts or Registrations - Percent of Student Enrollment Having Bicycles

1960	21,000+	Enr.	1,775 reg.	(8.5%)
	Routes:		Abbot to Kalamazoo A--18"	
			Abbot to Library A--18"	
			Sparty to Kellogg A--18"	
1961	22,637	Enr.	3,559 reg.	(15.7%)
	Routes:		Brody Group A--18"	
			Kalamazoo to East Circle at Agr. Hall (unformed) A--18"	
1962	25,014	Enr.	4,953 reg.	(19.8%)
	Routes:		Sparty to Farm Lane A--18"	
			Wilson Complex C--18"	
1963	27,669	Enr.	5,903 reg. (Oct. 31)	(21.3%)
	Routes:		Bogue to McDonel Hall C--18"	
1964	31,500+	Enr.	8,000 count (10:30 a.m. Oct. 13)	(25.4%)
	Routes:		Farm Lane to Bogue C--24"	
			Abbot to East Circle at Morrill Hall C--24"	

Since 1964 all routes are concrete 2' and 6' width routes and have been constructed along with building development. Road routes were began also in 1964.

1965	35,580	Enr.	7,510 count (10:20 a.m. Oct. 14)	(21.1%)
1966	38,107	Enr.	6,300 count (10:30 a.m. Oct.)	(16.5%)
1967	38,758	Enr.	5,657 count (6:00 a.m. Oct. 11)	(14.6%)

Last bike route connection was constructed in 1967.

1968	39,949	Enr.	5,339 count (10:30 a.m. Oct. 15)	(13.4%)
1969	40,820	Enr.	4,421 count (10:30 a.m. Oct. 15)	(10.8%)
1970	39,000+	Enr.	4,226 count (8:30 a.m. Apr. 23)	(10.8%)
	40,511	Enr.	4,929 count (10:30 a.m. Oct. 14)	(12.2%)
1971	39,000+	Enr.	5,949 count (10:30 a.m. June 2)	(15.2%)
	41,649	Enr.	9,235 count (10:30 a.m. Oct. 5)	(22.2%)
	(Nov. 4		10,032 reg.	(24.1%)

Total Mileage - 11 miles in roadway and constructed routes.

* Enrollment at this time was 18,500+ students and there were 1,427 bicycle registrations which was 7.7% of enrollment.

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	41,649	Enr.	9,235 count (10:30 a.m. Oct. 5)	(22.2%)
	(Nov. 4		10,032 reg.	(24.1%)

Total Mileage - 11 miles in roadway and constructed routes.

* Enrollment at this time was 18,500+ students and there were 1,427 bicycle registrations which was 7.7% of enrollment.

10-23-78

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

BICYCLE SURVEY - OCTOBER 18, 1978

	October 18, 1978 6:00 a.m.	October 18, 1978 10:30 a.m.
Academic Campus	313	5,340
Dormitory Housing	6,132	4,783
Married Housing	2,058	1,705
Total Housing	8,190	6,488
Estimated in Dorms at 6:00 a.m.	<u>6,663</u>	_____
TOTAL COUNT	15,166	11,828

Total count, October 18, 1978 11,828

Total count, October 12, 1977 11,546

282 more bicycles than 1977 at 10:30 a.m.

Racks in Use - 1977 1006

Racks in use - 1978 1008

3803 Bicycles have been registered by Public Safety as of this date

cc: Richard Bernitt
Mark Murphy
Lyle Thorburn

MICHIGAN STATE UNIVERSITY

GROUNDS MAINTENANCE DEPARTMENT

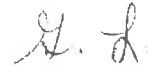
EAST LANSING · MICHIGAN · 48824

October 26, 1977

MEMORANDUM

TO: Milton Baron, Director - Campus Park & Planning

FROM: Gilbert Lloyd - Director of Grounds Maintenance



SUBJECT: OCTOBER 1977 BICYCLE COUNT SURVEY

A bicycle count taken at 6:00 a.m. and 10:30 a.m. on October 12, 1977 is attached. A five year comparison of total bicycles counted follows:

	<u>October 1973</u>	<u>October 1974</u>	<u>October 1975</u>	<u>October 1976</u>	<u>October 1977</u>
6:00 a.m.	9,370	10,942	11,013	11,270	14,366
10:30 a.m.	12,969	12,913	12,354	13,516	11,546
Racks	903	937	975	997	1,006

The current year shows an increase of 3,096 bicycles over last year or 27% more than one year ago. Over the five year period there was an increase of 4,996 bicycles or 53%. The 10:30 a.m. total does not provide any significant information due to lack of an inside dormitory count at the same time, the change of classes schedule, and the particular day of the week the count is made. As a result we are no longer able to estimate the number of bicycles coming from off campus during a given time of the day.

Within the last five years there has been 103 additional racks provided for both overnight storage and classroom area parking, representing an 11% increase in racks to correspond with the 53% increase in bicycles. This strongly emphasizes a need for additional racks and hard surface pads to accommodate them.

cc: Richard Bernitt
Robert Bissell
Lyle Thorburn

Attachment

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MICHIGAN STATE UNIVERSITY
OCT 27 1977
DIV. OF CAMPUS PARK & PLANNING

October 12, 1979

MICHIGAN STATE UNIVERSITY
GROUNDS MAINTENANCE DEPARTMENT

Bicycle Survey - October 10, 1979

10:30 a.m.

Academic Campus	5,320
Dormitory Housing	5,174
Married Housing	2,038
Total Housing:	7,212
Total Count	12,532 Bicycles

This count does not include estimated bicycles inside dormitory buildings.

Total count, Cotober 10, 1979 at 10:30 a.m.	12,532
Total Count, October 18, 1978 at 10:30 a.m.	<u>11,828</u>
	704 more in 1979

Racks in use in 1978: 1008

Racks in use in 1979: 1029

Bicycles have been registered by the Department of Public Safety as of this date numbering 3,027

an

MICHIGAN STATE UNIVERSITY

GROUPS MAINTENANCE DEPARTMENT

EAST LANSING · MICHIGAN · 48824

October 26, 1978

M E M O R A N D U M

TO: Milton Baron, Director - Campus Park & Planning
FROM: Gilbert Lloyd - Director of Grounds Maintenance *G.L.*
SUBJECT: 1978 OCTOBER BICYCLE SURVEY

A count of bicycles on campus was taken at 6:00 a.m. and 10:30 a.m. on October 18, 1978. Summary prepared by John Zink is attached. The 6:00 a.m. count shows an increase of 800 bikes over one year ago and 282 more on the 10:30 a.m. count.

Because of difficulty in determining the number of bicycles housed inside residence halls, the total number on campus at both counts is an approximation.

With 1008 racks available, and assuming an average of 20 bicycles per rack, some 20,000 bicycles can be accommodated at any one time. This provides adequate storage at the residence halls, but does not always provide proper locking facilities at all classroom buildings during class periods.

cc: Richard Bernitt
Lyle Thorburn

MICHIGAN STATE UNIVERSITY
OCT 31 1978
DIV. OF CAMPUS PARK & PLANNING

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Bike paths are added on Campus

Alumni who walked between classes in undergrad days did their best to dodge the cyclists, while the bike-riders did their utmost to avoid the pedestrians. Both groups will be interested to know that something new has been added.

More than one mile of paved pathways, 18 inches in width, were installed during the summer on an experimental basis and were welcomed by the approximately 2,500 fall term students who ride bicycles on campus. Some 18,500 who walk were equally pleased.

The paths parallel some of the more heavily travelled walkways. Main installations now include those connecting Brody Hall and Kellogg Center with the heart of Campus; the Union with the Library and the Union with Women's Intramural. The last passes

Dr. Hannah's home and the Music building.

Traffic will be one way on the paths which are reserved exclusively for cyclists. Pedestrians are to keep to the regular walkways. In those cases, however, where a bicycle path (actually, they are paved with blacktop) crosses a walkway, pedestrians will have the right of way. There will be no likelihood of confusing the walkways with paths, since the latter will be stenciled with "bicycles only" markers. A strip of turf separates them.

"The idea of paths for bike-riders originated with the students at a Round Table session," says Professor Harold W. Lautner, State's architect and head of urban planning, who is in direct charge of the bike path project.

"The suggestion by the students was

an entirely sound one, but no funds were available. After considerable delay, the University is now able to install these paths on a limited trial basis.

"If they prove as beneficial as everyone now predicts (and we see no reason why they shouldn't,) the plan will be enlarged. Next additions probably will be on either shore of the Red Cedar and in adjoining areas."

A number of other University officials are particularly interested in the plan. Among them are Robert Trojanek, assistant planner in campus site planning; Capt. Earle B. Roberts of public safety and Richard O. Bernitt, head of the University's protective services.

Roberts and Bernitt are vitally concerned in the traffic angle and the fact that the paths will permit many cycling students to get to classes without riding on city streets.

"The paths will make possible much greater movement of bike traffic and will permit students to stay on campus to a much greater degree than heretofore," says Bernitt. "Everyone will benefit - pedestrians and riders alike."

"We are confident the students will welcome the program," says Roberts. "We encourage them to use the paths, which have been installed for their exclusive use. We do not anticipate any problems and are confident they will prove as beneficial at State as they have elsewhere - particularly at the University of Illinois."

"Laying out the paths was an intriguing assignment," says Trojanek. "We were required at times to go around trees and shrubs to avoid defacing the Campus in any way. As a result, the length of the various bike routes was greater than we had at first anticipated."

"On one occasion we encountered heavy shrubbery that had long needed removing. The path gave a logical reason for its removal, so, out it came. Not only are students able to get around campus much more easily, but appearance of the University's grounds is in no way damaged."



IN ORDER to publish these pictures in your October *MSU Magazine*, we had to take them in mid-September, during one of the few times when classes are not in session. Consequently, the campus is entirely devoid of students and presents a truly unusual appearance. In fact, in order to get people, we "borrowed" Betty Burke and Ritchie Davis, both of the public safety office. Ritchie is an officer of the department and Betty is a typist. Her husband, Bernard, is an education major. In the upper photo Betty pedals across the band practice field. The bike path carrying traffic in the opposite direction is at right. Women's gymnasium is in the background. Below, Betty and Ritchie are seen at an intersection of a bike path and a walkway. In such cases pedestrians have the right of way. The Union is in the background. At the left, Betty wheels toward Jenison Fieldhouse from Kellogg Center. As she crossed the bridge over the Red Cedar she walked her bike, which is required in all cases where cycle paths and pedestrian walkways occupy the same area.



BIKE SAFETY TIPS

Be predictable

- Obey traffic regulations
- Use hand signals
- Use bike lanes where available
- Yield to pedestrians

Be alert

- Look for road hazards
- Be ready to brake
- Maintain a safe speed
- Look behind you before changing lanes

Be equipped

- Use lights and reflectors at night
- Wear a helmet and bright clothing
- Carry a lock
- Perform regular maintenance checks

Be informed

- For more safety information:
bikes.msu.edu/safety
- Learn about MSU's regulations for bikes and permits:
www.bikes.msu.edu/msu_regulations

Rent a canoe at the MSU Bikes Service Center

MSU Bikes – a pedal and paddle operation – proudly continues the long tradition of renting canoes for use on the Red Cedar River. Restrooms and lockers are available at no charge. Hours vary by semester and canoe rentals are subject to water conditions. Check the Web site for more details, renting status, and current hours, or call ahead to reserve a canoe. Canoe availability is limited.



MSU Bikes, part of MSU Transportation Services, was established in the fall of 2006 to promote and encourage bicycling as a safe, fun, environmentally friendly, and healthy transportation alternative for the campus community.

Questions or looking for more info?

Web: www.bikes.msu.edu
E-mail: bikes@msu.edu
Phone: (517) 432-3400
Fax: (517) 432-2743



www.bikes.msu.edu

Helping more people discover the joys of bicycling on the MSU campus

MICHIGAN STATE
UNIVERSITY

Bike rentals, repairs and other services

The MSU Bikes Service Center provides a full range of bike services for a nominal fee or no charge. MSU's large campus can take a long time to get around, so bicycling is a great way to get exercise while saving time and money.

Location

The MSU Bikes Service Center is located in the former canoe rental shelter under the Bessey Hall auditorium just 300 feet northwest of the Farm Lane Bridge.

www.bikes.msu.edu/maps.html

Hours

The center's hours vary by semester. Call (517) 432-3400 or visit the Web site for current hours.

www.bikes.msu.edu

Want to rent a bike on campus?

Short- and long-term bike rentals are offered on a first-come, first-served basis. Short-term visitors can rent bikes by the hour, day, weekend, or week, to tour campus or the River Trail that follows the Red Cedar all the way to the state capitol and beyond.

Students, faculty, staff, and other longer-term visitors and their family members can lease MSU "green" bikes for the summer, a semester, or a year for a nominal fee. "Green" bikes are ones that were abandoned or donated and have been repaired and painted green, so they're also "green" in the environmental sense. General maintenance services are included with the lease fee.

www.bikes.msu.edu/lease

Have a bike that needs help or accessories?

A full menu of bike repair services is available as well as used bike sales and accessories like tires, tubes, lights, fenders, helmets, tools, and oils. Other services include access to free 24-hour air pumps, long-term bike storage, bike assembly for those shipping bikes to MSU.

www.bikes.msu.edu/workshop

Interested in taking a class?

A number of noncredit classes related to bike maintenance, safety, and commuting are offered occasionally. Sign up for classes online or via e-mail. Most incur a small fee; some are free. Bike books and videos/DVDs can be checked out for free.

www.bikes.msu.edu/classes.html

Want to connect with other MSU cyclists?

Join an e-mail list via the Web site and stay in touch with the MSU community of bicyclists on upcoming events and other issues of interest.

www.bikes.msu.edu

Want to volunteer?

MSU Bikes grew out of the MSU Bike Project volunteer initiative that began in the spring of 2003 and leased about 400 "green" bikes before getting established as an official service of MSU. Many "green" bikes are still fixed by volunteers in the original workshop in Demonstration Hall.

www.bikes.msu.edu/volunteer

Bike theft at MSU?

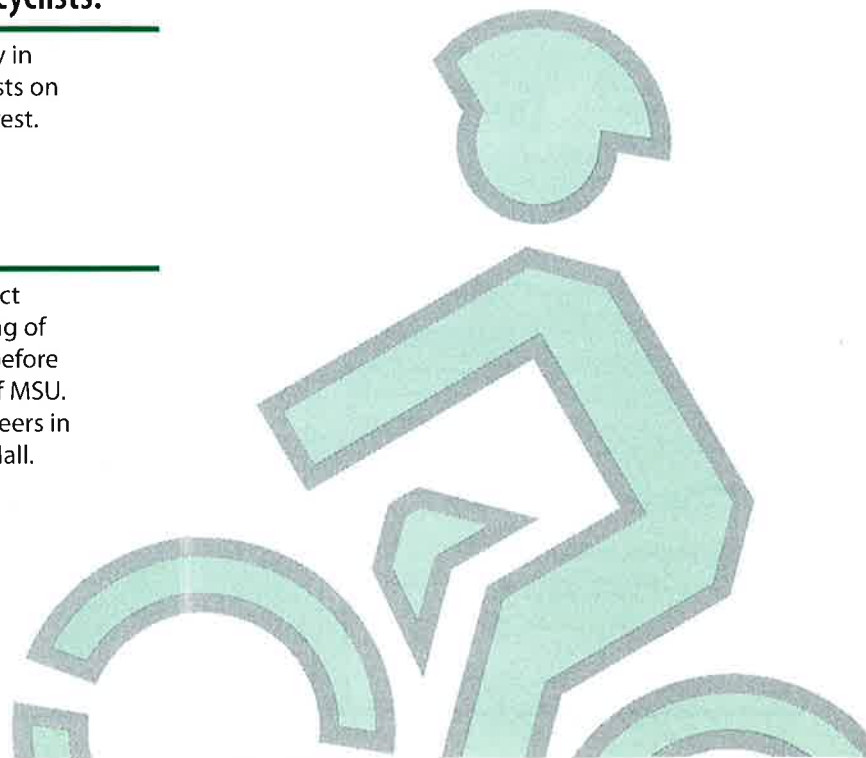
Theft is a serious problem in any large community and MSU is no different. MSU Bikes strongly encourages registering all bikes with the MSU Police (it's free and quick) or your local community if you live off-campus, as well as properly locking your bike. Another option is leasing one of our "green" bikes, which are less likely to be stolen. If your bike is stolen, or to get anti-theft tips, see the Stolen Bike Registry page.

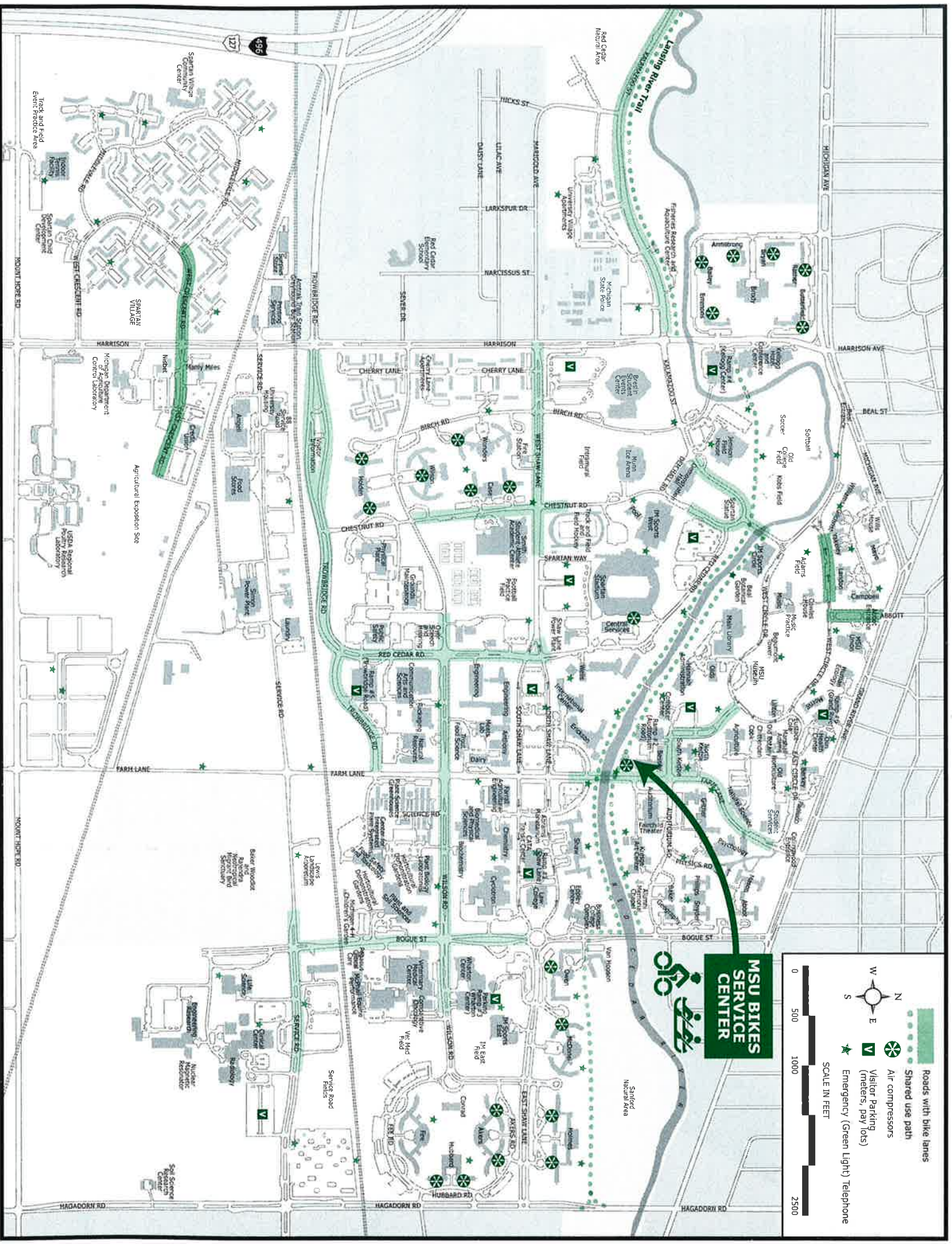
www.bikes.msu.edu/stolen

Have a bike to donate?

The center welcomes donations of bikes in good working condition, plus any usable bike parts or tools. If you have something to donate, visit the Web site.

www.bikes.msu.edu/donations





CYCLING TIPS

Same roads, same rights, same rules

Bicycling can be a hazardous activity if not done properly. While a bike helmet can prevent some serious or fatal head injuries, the most effective means of avoiding crashes and physical harm is to learn to ride with competence, knowledge, and skill.

Use your head ... wear a helmet!

If, despite your best efforts to "cycle effectively", you find yourself hurtling toward the pavement or other hard surface, a good bike helmet properly worn becomes a necessity. You don't have to pay a lot of money for an adequate helmet. Do make sure it is certified. Look for a current (since 1999) CPSC sticker inside the helmet. Be sure that it is the right size for your head and that the straps are adjusted to keep the helmet on your head and properly positioned, i.e. level with the ground when you're standing upright. Too many cyclists wear helmets pushed way back exposing the forehead to injury. The straps should be snug enough that you can't remove the helmet without releasing the buckle. Helmets should be replaced after they take the impact of a crash or after about five years of normal use. Keep helmets away from heat and sunlight when not in use.

Parking

The best rule of thumb whenever you're unsure of what is a legal bike parking area is to lock your bike at a bike rack or other specific bike parking device. State law prohibits parking bikes on sidewalks where they obstruct pedestrian traffic.

- Park only in places where bike parking devices are located or where "Bicycle Parking Area" signs are posted.
- Bikes may only be locked to bike parking devices. These do not include trees, poles, railings, fences, signs, etc.



Be predictable

Obey traffic signs and signals

Cyclists must drive like motorists if they want to be taken seriously. Doing so is also the safest behavior. When approaching a stop sign or red light, you are required to come to a complete stop (cease forward motion) and proceed only when safe to do so.

Use hand signals

Signal to other drivers; your movements affect them. Hand signals tell everyone what you intend to do. Signal as a matter of law, courtesy, and self-protection.

Ride in a straight line

Ride to the right of faster traffic in a straight line about a car door's width away from parked cars. It's safe and legal to occupy the full traffic lane if the lane is too narrow to safely share with motor vehicles.

Don't weave between parked cars

Don't ride to the curb between parked cars. Motorists may not see you when you try to move back into traffic.

Follow lane markings

Don't turn left from the right lane. Don't go straight in a lane marked "right-turn only"; stay to the left of the right-turn-only lane if you are going straight.

Watch for right-turning traffic

Motorists turning right may not notice cyclists on their right. Watch for any indications that the motorist may turn into your path. When approaching intersections try to stay far enough from the curb to allow cars to turn right on your right.



Respect pedestrians' rights

Pedestrians in a crosswalk have the right of way. Don't cross sidewalks via driveways without yielding to pedestrians. Be especially aware of pedestrians with disabilities. Don't ride on sidewalks. Use the street, bike lane, or bike path.

Never ride against traffic

Motorists aren't looking for cyclists riding on the wrong side of the road, and many other hazards threaten the wrong-way rider.

Position yourself

When riding slower than other traffic, ride as far to the right as practicable and safe. Use bike lanes when present, but exit them to make left turns, pass obstructions, and avoid hazards.

Be alert

Negotiate with drivers

Make eye contact with motorists and communicate through hand signals and body language so they know what you intend to do.

Scan the road behind

Learn to look back over your shoulder without losing your balance or swerving left. A rearview mirror is a good idea, but don't rely on it alone in difficult traffic conditions.

Keep both hands ready to brake

You may not stop in time if you brake one-handed. Allow extra distance for stopping in the rain, since brakes are less efficient when wet. For a sudden stop, move back on the seat and get as low as possible. If your rear wheel starts to skid or lift, ease up on the front brake.



Watch your speed

Observe posted speed limits and obey the basic speed law. Never ride faster than is safe under the existing conditions.

Be equipped

See and be seen

State law requires bikes ridden at night to be equipped with a front light visible from 300 feet in front and to the sides of the bike, a back reflector visible from 500 feet to the rear, pedal reflectors, and wheel or side reflectors. Wearing light-colored or reflective clothing further increases visibility.

Dress appropriately

Wear a helmet whenever you ride. Cycling gloves increase comfort and protect your hands in a fall. Shoes with laces or that are otherwise firmly attached to your feet are strongly recommended. Dressing in layers allows you to adjust to temperature changes on longer rides.

Lock when you leave

Buy the best locking system you can afford; none is as expensive as a new bike. U-locks are best, but only when used to secure the bike frame to a legal, fixed object.

Keep your bike in shape

Maintain your bike in good working condition. Check brakes regularly and keep tires properly inflated. Routine maintenance is simple. Learn to do it yourself or leave it to an expert at your local bike shop.

