

Campus Security wants students to register their bicycles so badly that it will impound bikes selectively to get the message across.

Kelly McKirdy, coordinator of the bicycle program, hopes when students hear of their friends' bikes being removed for violation of University regulations, they will avoid the same inconvenience and expense by registering their own bikes.

"Registration is free and only takes a few minutes," says McKirdy. "I don't know what could be easier."

McKirdy heads a three-member bike patrol that covers campus every day ticketing bicycles. The patrolmen put a notice on unregistered bikes that say the owner will be fined \$2 unless the bike is registered within 10 days.

A second offender, one who ignores the first citation, receives a ticket that threatens impoundment of the bike and payment of a \$4 fine.

The second ticket is only a threat designed to get the violator to register his or her bike, admits McKirdy. But he plans on following through with impoundment in selected areas of chronic violation.

McKirdy believes if a few bikes from one dorm area are hauled away by patrolmen, other residents will register their bikes.

"It is up to my discretion what bikes will be impounded," says McKirdy. "I haven't decided how many times a bike will be cited before we take it."

Campus Security to pick off, pen up unregistered bikes

By PATRICK SULLIVAN
Of the Emerald

"Three violations sounds like a good number to me," he says.

Bike riders who think they are immune to the power of patrolmen because their bikes are unregistered and therefore can't be traced to an owner are in for an unpleasant surprise, McKirdy says.

Consistent violators can be identified by their bike's serial number, he says. After a number of tickets have been ignored, he warns, the owner might come out of class one day and his or her bike just won't be there — it will be leaning against the wall in a backroom of the Campus Security office with its broken chain coiled by its tire.

The bike will be returned to the owner after it is registered and after a \$2 fine is paid, McKirdy says.

While he has the power to impound

any unregistered bike, McKirdy says he isn't sure when he will start doing so. By fall term 1978 he expects the rule will be strictly enforced.

Three bikes have been impounded to date. Each bike was in violation of city fire codes and as creating a safety hazard.

While Campus Security has a pamphlet detailing 19 rules governing bicycle use on campus, only seven are enforced says McKirdy.

The goals of enforcing the seven regulations are to prevent safety hazards and to get all bikes registered.

McKirdy and O.V. Glenn, director of Campus Security set up those goals. Only unregistered bikes or those creating safety hazards will be ticketed at this time.

The enforcement program is geared toward getting bikes registered, says McKirdy, because "people need to be responsible for their actions with their bicycles."

McKirdy adds that with the increased number of handicapped persons on campus, blockage of sidewalks is a greater problem.

Some of the rules set by Campus Security can't be enforced because the number of bikes far outstrip the number of bike rack slots, says McKirdy. He estimates there is a pool of 10,000 bikes used on campus, 4,500 of which are registered. He doesn't know how many parking places are available.

Campus Security regulations stipulate that bikes must be parked in designated areas, but since there are only three "Bicycle Parking Area" signs on campus, the rule is a bit laughable, admits McKirdy.

Before bike rules are fully enforced, more racks must be bought and more signs installed. McKirdy hopes next fall the money will be allocated to the program.

Dave Rowe, head of the University Planning Department, believes allocation money for bike racks will be recommended by the department's transportation subcommittee at its next meeting. A recent change in University policy allows money from parking fines to be used to buy bike racks and construct bike paths, says Rowe.

Kerans: Measure 3 gives seniors low-cost housing

By KEVIN HARDEN
Of the Emerald

Lane County senior citizens could have nearly 200 new apartments to rent if Ballot Measure Three passes next Tuesday, Grattan Kerans, state representative from Northwest Eugene, told

Springfield senior citizens at a luncheon Tuesday afternoon.

Kerans, who replaced the scheduled State Rep. luncheon speaker, Nancie Fadeley, who was attending a state land-use committee meeting, told the seniors the measure could provide up to 15,000 low-cost, multi-family housing units for seniors

statewide.

The measure was proposed during the 1977 state Legislature and will go to the voters for approval in the May 23 primary. If approved, the measure will allow the state to issue more than \$221 million in general obligation bonds to finance the construction or rehabilitation of almost 15,000 rental housing units for the elderly.

According to Kerans, if the measure is passed, it could stimulate Oregon's economy by providing more than 17,000 jobs, \$406 million in business receipts and more than \$8 million in state income and local property taxes.

The measure, which is not a tax, Kerans said, will be financed by self-liquidating bonds that would be issued against the state's credit rating. The program would be



Grattan Kerans

Photo by Dennis Hickok

similar to the state's veterans' home and farm loan program, which requires those who borrow

funds for construction or rehabilitation to make mortgage payments to pay off the loans, he said.

The state's good credit rating and the mortgage payment arrangement could work together to hold the rents down for the units, Kerans said. Only those senior citizens over 62 years would be eligible for the program.

The combination of the state's credit rating and the payment plan would be "beneficial to those seniors who are finding themselves in a squeeze because of the high rents they have to pay," he said.

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