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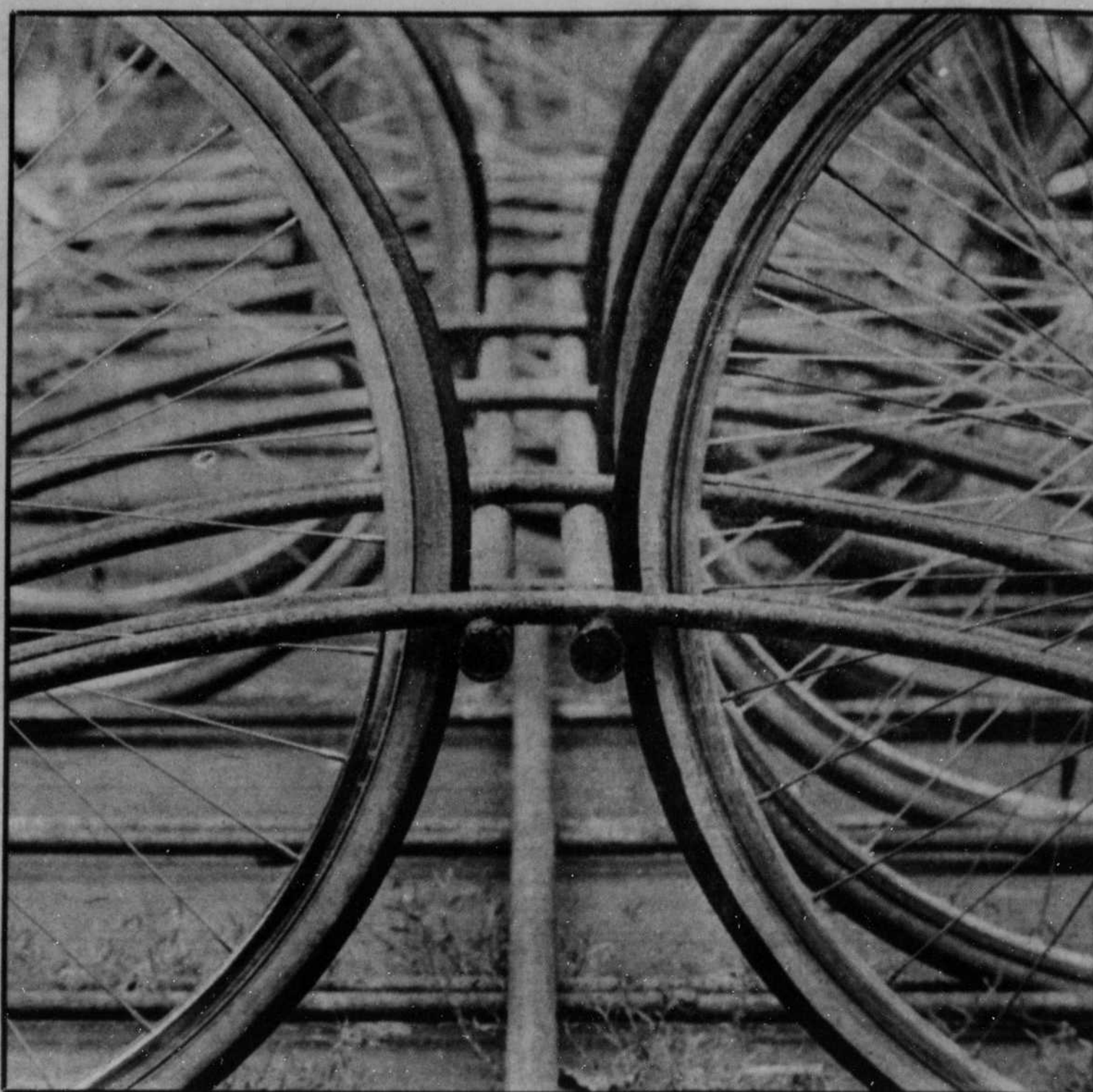


Photo by Jimmi Harris

More students than ever before are pedaling their way around campus, adding increased hazards to the congested traffic situation. The University

Planning Office is aware of the problem and a plan is in the wings for new facilities and restrictions for bikers, but funding is the hitch.

Plan may end bike chaos

By **NANCYANN LOFGREN**
Of the Emerald

There is traffic chaos at the University.

Walking or driving has become increasingly dangerous in recent years, with a mounting number of bicyclists riding to campus. Pedestrians and automobile drivers alike must always be alert to avoid hitting or being hit by the two-wheelers.

Fortunately the campus planning commission has come up with a plan to alleviate the problem, but this project must compete with others for the limited funds available for new projects, says Ray Hawk, vice president for administration and finance.

The commission's plan calls for bike paths that tie in with the city's bike routes, travel zones designated for bicycles, a bicycle thoroughfare, special dismount zones and areas restricted from bicycle use.

To solve the bicycle parking problem, the commission recommends building shelters that would add about 3,350 bike rack spaces for the estimated 4,500 bicycles presently pedaled to campus. Each of the structures would cost about \$6,000 and hold 40 to 80 bicycles each, says Dave Roe of the University Planning Office.

One possible source of revenue for the bike plan could be the campus parking revenue surplus, but Hawk speculates that automobile drivers will not

think too kindly of this type of funding. In addition, says Hawk, the University has other priorities.

One problem with bike rack construction, Hawk says, is that the University has "nothing to gain in the way of income to put back into making bike racks." There doesn't seem to be an effective way to balance funding for the cyclists, because enforcement of a proposed bike registration fee would probably cost more to implement than it would be worth. And it's hard to charge bicycles for parking when there isn't enough, he notes.

Although the funding problems will keep the plan from being implemented immediately, Hawk says "there is no question that it will get started."

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