

Lincoln Radial Reuse Plan to be topic of hearing

The Lincoln City council will have a public hearing Monday on the second half of the northeast Lincoln Radial Reuse Plan. The plan calls for residential and industrial development, and a linear park bikeway to extend from the intersection of 27th and Fair streets to 20th and Holdrege streets.

Construction began in June on the first half of the bikeway, which extends northwest from 27th and Fair streets to 48th and Fremont streets.

The Mayor's Bicycle Advisory Committee gave preliminary approval Tuesday to plans for the second half of the bikeway, according to Than Jones, city transportation planner. The Committee will review more detailed design plans before giving final approval, Jones said.

Dallas McGee, planner with the city urban development department, said construction on the first half of the bike path is on schedule. That part of the project is scheduled to be completed October 15.

According to Larry Chiat, development coordinator for the project, the bikeway will be 8 feet wide, and will pass through several mini-parks and the existing UPCO Park at 40th and Adams streets. It will serve both commuters and recreation users.

Funding, which has come mostly from the federal government, is a major question, he said. Other unresolved issues include the involvement of the university, a possible Holdrege Street bypass and a possible widening of Holdrege street, Jones said.



David Trouba/Daily Nebraskan

Lincoln cyclists may have more bikeways to trek soon.

Bike thefts increase says UNL police

By Pam Alward

A higher-than-usual number of bicycle thefts have been reported during the last two months, according to UNL crime prevention officer Bob Fey.

Fey attributes the increased number of stolen bicycles to three causes. One is availability. UNL is a shopping center for bike thieves, he said. Another is the economy. Rising prices for bicycles result in increased property theft, he said.

The third cause for higher number of stolen bicycles may be the increased amount of free time available to juveniles during summer months, Fey said.

Bicycle thefts on campus generally have not increased over the last five years, Fey said, because an increase one year is usually offset by a decrease another year.

Fey recommends three safety measures to bike owners to prevent theft. Bicycle registration is the most important measure, he said, because regis-

tered bikes are less likely to be stolen and more likely to be recovered. Most stolen bikes are unregistered, Fey said. Bike registration is also a city traffic ordinance and provides proof of ownership, he said.

Fey also recommended that bike owners not leave a bicycle in a specific location too often for long time periods, because thieves can become familiar with it.

Locking a bicycle securely to a bike rack is the last measure, he said. He recommends u-shaped maximum security locks or large, thick chains. Owners should secure the frame and both wheels if possible, he said.

"We find cables are not doing the job," Fey said. More than half of the bikes stolen on campus were taken by

cutting cables, he said.

Students need to be reminded that bicycles locked to trees or ramps or stored in hallways are illegal, he said. They can be removed by authorities, Fey said.

If a bicycle is stolen, it is important to report the theft, Fey said. Although few bikes are recovered, recovery chances are much greater when the thefts are reported promptly especially since some bicycles are disposed of shortly after their theft.

UNL police currently are holding a very expensive unregistered bicycle which was not reported stolen and is yet unclaimed, Fey said.

Bicycles not claimed within 60 days from the university or city police departments are sold at auctions, Fey said, with proceeds going to the city.

Summer bicycle traffic yields no campus accidents

By Pam Alward

Despite heavy summer bicycle traffic on City and East campuses, no cycling accidents have been reported at either place this summer, according to the UNL Police Department.

And according to Than Jones, city transportation planner, neither of the campuses is the most hazardous place for cycling in Lincoln.

The most dangerous places are where bike paths intersect with busy streets, Jones said. Every bike accident is diagrammed by location and reported to the Mayor's Bicycle Advisory Committee, he said.

Bike riders interviewed on campus report taking no special safety precau-

tions other than slowing down in heavy traffic and being especially sensitive to surroundings.


UNL junior Susan Al-Eid said she takes no safety precautions other than locking her bike and slowing down when streets or sidewalks are crowded. She said she registered her bicycle because she feels it is important to obey laws and also because stolen bikes are easier to locate when registered. Al-Eid said she chooses riding a bike to campus over riding the bus.

Mike McCann, a UNL junior, said he is extra careful in heavy traffic, "especially going down the street — people pull out in front of you," he said.



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Celeste Wostalewicz, a senior criminal justice major, locks up her 10-speed bicycle with a heavy chain outside the Nebraska Union.



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