



Keep right on your bike. And watch out for trees! Photo by Dragos Ruiu

New bike policy in the works

by Kevin Law

The Bicycles on Campus Committee, headed by Doug Langevin, director of Campus Security, is developing a bicycle policy for the University.

No real bicycle strategy has been set out for campus cyclers, and according to Langevin, other universities have gone a lot further toward implementing biking policies.

"We've been working hard over the past few months, beginning in early spring when two or three near accidents clarified the need for control over bicycles," said Langevin.

As a result, Langevin hopes to bring a policy recommendation before the board of governors suggesting guidelines for operating

and parking bicycles on campus.

Some ideas have already been enacted, such as traffic flow indicators painted on roadways in the SUB-Athabaska Hall area, the Fine Arts-Garneau area, and Cameron park (Power Plant-South Lab roadway).

"We want most bike traffic on roadways, not walkways," said Langevin. "A bike is a motor vehicle and it is everybody's responsibility to operate them as a vehicle. For example, people should keep to the right and follow the 20 km-h speed limit on walkways as well as the speed limit that applies to roads."

One way the committee is attempting to make people aware of responsible biking is through a new "Keep Right" campaign that

is currently being emphasized on posters throughout campus.

In accord with a survey of bike paths most used, Langevin also indicated the committee had a "long range goal to eventually design paths for bikes only."

The committee has also begun to replace the old bike racks. Complaints about bike wheels becoming bent and an inability to lock bike frames has prompted a switch to a new style of inverted triangle bike racks. Up to eight bicycles can be locked to a triangle suspended from a crossbar.

"We've had some complaints however," Langevin added. "Some people claim the new racks are too high or too low, but they're the best we've come up with."

Parking prices rise

by Roberta Franchuk

Drivers can look forward to higher parking fees and more changes in space availability this year.

Fee increases for most types of parking went into effect July 1. The money will be used to pay for the construction of new parking facilities and for the upgrading of older facilities, said Allan Mah, manager of Parking Services.

Prices for monthly permits of all types were raised by five dollars. Casual permits for daily flat rate parking increased in price in one category. To park after 9:30 a.m. will now cost \$3, up from \$2.50. Rates for parking before 9:30 a.m., after 1 p.m., and after 4:30 p.m., as well as hourly parking rates, remain unchanged.

Metered parking rates went up from 80 cents an hour to \$1 an hour, as the parking meters are being converted to accept one dollar coins.

Students should beware, Edmonton Police will be starting their annual "tag-and-tow" campaign around the University neighborhood starting Monday morning.

Police will take to the streets ticketing vehicles without proper clearance to park in residential and restricted areas.

The boundary for the bylaw dragnet will run from 106 Street to 82 Avenue, to 114 Street to University Avenue, to 72 Avenue and Belgravia.

The availability of parking spaces on campus will continue to fluctuate as new projects are begun and old ones completed. Construction will progress in stages, said Mah, to minimize the disruption of the parking situation.

One project, the addition of one and one-half levels to Windsor Carpark, was completed over the summer and added 230 parking spaces. Also over summer, the Q zone beside the Heating Plant was closed with a loss of 120 spaces.

Construction of a new under-

ground parking lot is scheduled to begin in October, said Mah. Carpark Five will be located on the playing fields behind Lister Hall and will accommodate 800 spaces. The project, a joint venture between the Cross Cancer Institute and the University, is slated for completion in June 1989.

Also in June 1989, the Timms Collection Parking Lot will be closed to allow construction to begin on the Timms Collection Centre, built to house the art collection of the university. The 200 spaces that will be lost should, Mah expects, be more than made up for with the underground parkade planned for the Centre.

...false claims and permit forgery are ongoing problems.

The deadline for applying for parking permits passed on Sept. 2. Priority for parking spaces goes to the handicapped, then staff, then students. Of the approximately 6500 permits available, about 3500 went to staff members. Around 2200 were available to students, with the remainder going to the handicapped.

Student permits are allocated according to criteria set up by the Students' Union Housing and Transport Commission, with priority given to students living outside metro Edmonton. Students in other circumstances, such as those with childcare responsibilities or on-campus jobs, have lower priority ratings and may not receive permits.

The number of student applications that are rejected is increasing, said Mah. Three years ago, 400 to 500 applications were

turned down, whereas in 1987, 1500 applications were rejected. "The trouble is," said Mah, "we seem to have more students applying."

Because of this high demand, false claims and permit forgery are ongoing problems. False claims for student permits usually providing Parking Services with a false address outside Edmonton. Some claims "are so phony" said Mah. He cited the case of a student who claimed to be commuting daily from Red Deer to attend the University full time.

Two pieces of identification showing the student's address must be presented to obtain a permit, said Mah, and any suspicious

addresses are checked with the Registrar's office. If the address given to parking services does not jibe with that given to the Registrar, no permit is issued.

Forged parking permits do exist, said Mah. "We catch a few dozen every year." Daily, monthly, and temporary permits have been forged, with methods ranging from simple date changes to total fakes. One, said Mah, was so well done "I couldn't even tell. That guy was a real artist."

The cost of tickets for parking offenses remain the same, said Mah, adding that there is almost no way to avoid paying fines. Staff members may have fines deducted from their salaries, while

students may have their marks or even their degrees withheld.

Parking permit forgery or false claims can merit very serious punishments, said Mah. Offenders may be taken to the Students' Union's Discipline, Interpretation, and Enforcement (DIE) Board, where fines of up to \$200 have been charged. Expulsion is also a possibility.

Mah feels that students "might not be aware that (these cases) are sent through DIE Board." He noted that the results of a DIE Board hearing go on a student's academic record, and that "it is not worth ruining your career to get a parking space."

ENTER THE

BLUE ZONE

Labatt's

Friday, September 9

Butterdome

\$3.00/person

Featuring

SKA BOOM

1964 and BTO

8:00 p.m. - 1:00 a.m.

A presentation of the U of A Students' Union and Labatt's.

**You Won't Know
If You Don't Go!**