

OSU BICYCLE PARKING UTILIZATION STUDY 2022

CAPITAL PLANNING AND DEVELOPMENT

APRIL 12, 2023

Executive Summary

- In 2022, the campus wide bike parking capacity was 8,937 spaces; this is a decrease of 168 spaces or one point eight (1.8) percent from the 2021 capacity. This is largely due to construction activities in the vicinity of Cordley Hall and Reser Stadium. These spaces will be restored, post construction.
- Between the hours of 10 am and 12 pm, campus wide bicycle parking utilization was twenty seven (27) percent.
- On the days of the 2022 survey, Bike Parking Utilization was nine (9) percent higher than it was in 2021.
- The highest utilization rates were primarily at student housing facilities.
- Twenty-two (22) locations had utilization rates of 75 percent or greater.
- Campus Sectors D had the highest overall utilization rate, at thirty-seven (37) percent, while Sector H had the lowest on-campus utilization rate, at eleven (11) percent.
- Ten (10) locations recorded abandoned bicycles.
- Twenty-three (23) locations recorded installation problems affecting capacity.
- Thirty-eight (38) locations recorded some degree of damaged or unanchored racks.
- Twenty-six (26) locations recorded poor paint condition.

OSU Bicycle Parking Utilization Study

Overview

In the fall of 2022, Oregon State University (OSU) conducted a comprehensive bicycle parking survey. The survey recorded bicycle rack utilization and condition on Tuesday and Wednesday, October 18th and 19th. The weather conditions on the days of the survey were good for biking. Both days had similar weather with high temperatures in the upper 60's, minimal cloud cover and no precipitation.

The survey measured total capacity for on-campus bike parking at 8,937 bike parking spaces. Of these spaces, 3,379 (38 percent) were covered and 5,558 (62 percent) spaces were uncovered. These values reflect a 1.8 percent decrease in overall capacity over the previous survey conducted in 2021. The 2022 survey measured an average, campus wide bicycle parking utilization rate of twenty-seven (27) percent. This utilization rate is nine (9) percent higher than the utilization rate recorded in the fall 2021 survey. Areas where utilization exceeded capacity primarily included facilities proximate to university housing. This is consistent with utilization patterns observed in previous years.

Methodology

University Land Use Planning staff conducted the bike parking capacity count in September 2022. Planning staff walked through campus verifying the bike parking data recorded in ArcGIS. Staff used maps containing the most recent campus ArcGIS data for reference in the field. Staff counted the functional bike parking spaces in each rack, recorded the hoop type and its status as covered or uncovered, and documented rack condition. As new racks, missing racks, or changes to existing rack locations were encountered, the GIS data was updated to reflect those changes. University Land Use Planning staff then generated survey forms and maps using data from the capacity inventory for use in the Utilization Survey.

Utilization is measured by counting the number of bicycles in or adjacent to racks. The Utilization Survey divides campus into six (6) sections that can be easily surveyed by one or two people on foot, within the two-hour time frame allotted for the survey. Survey sections and parking locations are mapped in **Appendix A: Bicycle Survey Sections**. The bike parking sections are different from the Campus Master Plan (CMP) sectors; the bike parking sections divide campus into smaller areas.

The utilization survey occurs on two mid-week days to produce an average utilization figure based on combined student lecture and lab day data. The number of students on campus differs on lab and lecture days, and similarly, building use differs between days. Therefore, utilization fluctuates from site to site, across campus, based on the day of the week. For this reason, it is necessary to survey on both lab and lecture days to determine an average site and campus wide utilization. However, this utilization survey methodology will fail to capture highest utilization at sites serving athletic or conference facilities. Peak utilization at locations serving athletic and conference facilities will occur in conjunction with scheduled events such as practices and events.

The utilization survey was conducted between 10 a.m. and 12 p.m. on Tuesday, October 18 and Wednesday, October 19. Faculty, staff and student volunteers walked through the bike parking sections counting parked bicycles. Surveyors recorded data on paper forms, using maps and tables generated from the capacity inventory. Volunteers recorded bikes both in and out of racks. Bikes locked to trees, railings, and otherwise out of racks were counted and entered into the utilization counts for the nearest adjacent rack. This process can create unusually high utilization percentages in areas where bike parking capacity is lower than the number of bikes present. Volunteers also recorded abandoned bikes and damaged racks not already captured during the capacity inventory. University Land Use Planning staff then entered the collected utilization and condition data into Excel and ArcGIS as point feature attributes. Staff conducted

capacity and utilization analysis in Excel and mapped results in ArcGIS. Staff used Excel to evaluate changes in capacity and utilization over previous years, as well as to determine the current utilization and capacity trends across campus. Maps were created to illustrate the locations on campus that have damaged racks, rack installation problems, and abandoned bicycles, as well as to illustrate which areas of campus have the highest capacity and experience high utilization.

Capacity Inventory

The bicycle parking capacity inventory quantifies the number of functional bike parking spaces on campus, the type of rack (e.g., hoop or non-hoop), as well as if the bike parking is covered or uncovered.

Damaged Racks and Abandoned Bikes

Bike parking capacity is the number of functional bike parking spaces available on campus. Hoop racks provide two (2) spaces per hoop when installed correctly. Incorrect rack installation, abandoned bikes, and damaged racks reduce available capacity. The capacity inventory indicates the number of bicycle parking spaces that are present with correctly installed and undamaged racks. Racks with damage and installation problems affecting capacity are recorded during the capacity inventory, while racks with abandoned bicycles are recorded within the utilization survey.

Of the 378 locations on campus, the 2022 survey found four (4) locations with abandoned bicycles. The survey found twenty-three (23) locations where rack installation problems affected capacity. The survey also identified thirty-eight (38) locations with some degree of damage, four (4) locations with bikes out of racks, and twenty-six (26) locations with fair to poor paint condition. **Appendix B: Condition Map and Report** provides detailed information on these locations.

Total Capacity

In 2008, the first year of the bike parking survey, there were 6,145 bike parking spaces on campus. OSU bike parking capacity has generally increased since the survey began, installing on average more than 300 new bike parking spaces each year. As of 2022, there were 8,937 bike parking spaces available on campus. This represents a 45 percent increase in total bike parking capacity over the 2008 capacity (Table 1: Bike Parking Capacity 2008-2022). However, OSU removed 168 bike parking spaces between 2021 and 2022,

Table 1: Bike Parking Capacity 2008-2022

Curvou Voor	Campus Wide
Survey Year	Capacity
2008	6,145
2010	6,842
2012	7,491
2014	8,181
2015	8,855
2017	8,942
2019	8,969
2021	9,105
2022	8,937

representing a 1.8 percent decrease in total capacity between survey periods. This loss of bike parking spaces is largely represent by bike racks that have been temporarily removed due to construction activities in the vicinity of Cordley Hall and Reser Stadium. These spaces will be restored, post construction.

CMP Sector Capacity

Figure 1: Bike Parking Capacity by Campus Sector illustrates the share of campus wide bike parking capacity provided within each campus sector. Sector bike parking capacity varies greatly between sectors due to large differences in sector size, intensity of development, and types of uses. Sector C represents the campus core and has the largest number of bike parking spaces (5,536 or 62 percent). It is the largest campus sector by area (158 acres), and it has the highest density of development and intensity of use. Sector A is the second largest campus sector by area (77 acres), but it has the second lowest bike parking

capacity among campus sectors at 122 bike parking spaces or one percent of total capacity. Sector A is largely agricultural in use; therefore, it has fewer structures and a lower intensity of development, requiring fewer bike parking spaces. The difference in development and intensity of use between sectors has a large impact on the need and provision of bike parking spaces. Spaces are not distributed evenly across campus but are provided according to intensity of development and type of use. The majority of bike parking is located predominantly within Sector C, with large capacity racks located near residence halls, as illustrated in **Appendix C: Bicycle Parking Capacity.**

Off Campus .55 Α Н 122 87 F E²⁶⁶ В G 726 1,067 264 D 814 5,536

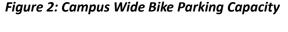
Figure 1: Campus Sector Bike Parking Capacity

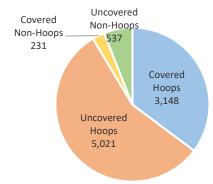
Bike Parking Type Groups

On the OSU Corvallis campus, bike parking can be organized into four groups for analysis: Covered Hoops, Covered Non-Hoops, Uncovered Hoops, and Uncovered Non-Hoops. In the past OSU provided various types of non-hoop racks. OSU's goal is to, over time, replace the non-standardized rack types with standardized hoop racks, provided replacement racks do not conflict with pedestrian and ADA access. OSU provides covered bike parking with new development and when possible in other locations not associated with development. Over the years, OSU has provided an increasing share of covered bicycle parking on campus. **Figure 2: Campus Wide Bike Parking Capacity** illustrates the share of bike parking capacity represented by the four bike parking types campus wide. Uncovered hoops provide most of the campus

bike parking capacity with 5,021 spaces or 56 percent of total capacity. Covered hoops provide the second largest share of bike parking with 3,148 spaces or a 35 percent share of the total. Uncovered non-hoops provide only 537 parking spaces or six (6) percent of the total. Covered non-hoops are the smallest share, with 231 spaces or two point five (2.5) percent of total bike parking capacity.

As previously mentioned, due to the large difference in development intensity and size of the campus sectors, sector bike parking capacity and capacity by type of rack vary greatly by sector. **Figure 3** illustrates bike parking type as a share of





sector parking capacity. The bike parking capacity of sectors C and G are so much greater than the other sectors that when charted in **Figure 3** they must be displayed at a different scale than the other sectors. Also, as **Figure 3** illustrates, some sectors do not provide all four types of bike parking. Sectors F and H only have hoop racks, while sector D has no covered non-hoops. As OSU replaces old non-hoop racks and installs standard OSU hoop racks with new development the share of hoops, both covered and uncovered, will gradually increase in all sectors.

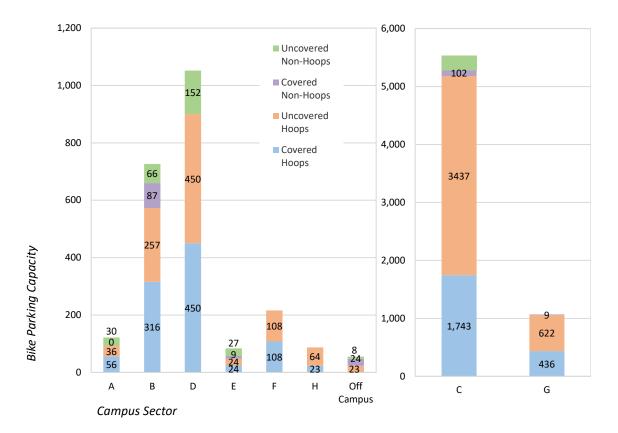


Figure 3: Bike Parking Type as a Share of Sector Capacity

Campus Wide Hoop Space Capacity

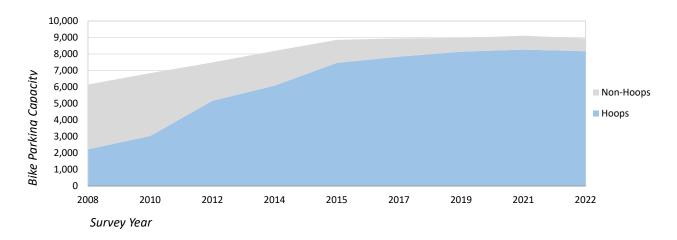
The 2022 capacity survey determined that 91 percent of campus bike parking spaces (8,169 spaces) are OSU standard hoops (Table 2). In 2008, only 36 percent of OSU's bike parking spaces (2,219 spaces) were standard hoops. The 2022 capacity count illustrates there has been a 271 percent increase in hoop spaces in the past thirteen years (Figure 4). Between 2021 and 2022, OSU lost 94 hoop spaces. This decreased hoop spaces capacity by one point one (1.1) percent (Table 2). Non-hoop space capacity also decreased by 74 spaces, or eight point seven (8.7) percent. As previously mentioned, capacity decreases were largely due to the temporary removal of bike parking spaces due to construction activities at Cordley Hall and Reser Stadium.

OSU installs new hoop spaces with new development projects. OSU also replaces non-hoops with hoops in existing bike parking locations when a change would not interfere with pedestrian or ADA access. However, hoop racks require more space than non-hoop racks. Therefore, at times OSU cannot place hoop racks in the same location as non-hoop racks, due to space constraints. Hoop rack locations are mapped in **Appendix D: Hoop Type Map.**

Table 2: OSU Standard Hoop Spaces 2008-2022

Survey Year	Hoop Spaces	Non-Hoop Spaces	Total Capacity	Hoop Capacity
2008	2,219	3,926	6,145	36%
2010	3,026	3,816	6,842	44%
2012	5,156	2,335	7,491	69%
2014	6,084	2,097	8,181	74%
2015	7,462	1,393	8,855	84%
2017	7,839	1,103	8,942	88%
2019	8,134	835	8,969	91%
2021	8,235	842	9,105	91%
2022	8,169	768	8,937	91%

Figure 4: Hoop and Non-Hoop Bike Parking Capacity Change Over Time



Campus Wide Covered Space Capacity

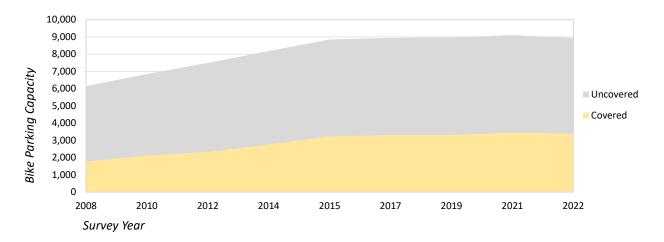
Covered bike parking is parking which is located underneath a bike shelter, within an enclosed area such as a porch, or substantially protected by building eves. OSU provides 50 percent of all required new bike parking as covered parking per LDC Section 3.36.60.13.c. New bike parking provided separate from development does not have to be covered per LDC regulations. Numerous factors other than land development code regulations affect the provision of covered bicycle parking. Cost is one factor. Covered bicycle parking is significantly more expensive than uncovered parking, costing approximately \$7,000 per space. Uncovered parking costs approximately \$350 per space. Additionally, siting covered bicycle parking is more challenging than siting uncovered parking due to the size of the structures. OSU has the need to balance function, aesthetics, transportation mode-prioritization, and safety. This is especially true in the built-out, historic portions of campus. City of Corvallis land development code regulations for the OSU National Historic District apply to the installation of new covered bike parking structures within the Historic District. These installations are subject to review and approval by the City of Corvallis Historic Resource Commission. Despite these challenges, OSU continues to increase the amount of covered bike parking on campus.

In 2008, only 29 percent of the total bike parking capacity (1,759 spaces) was covered (**Table 3**). Between 2008 and 2022, OSU increased the number of covered bike parking spaces on campus by 1,620 spaces, or

92 percent. As of 2022, 37.8 percent of the total bike parking capacity was covered (3,379) **(Table 3).** Between 2021 and 2022, covered bike parking capacity decreased by 30 spaces or one percent below the 2021 capacity. This change is temporary and primarily due to racks removed during construction at Reser and Cordley Hall. **Appendix E: Cover Type Map** identifies the covered status of bike racks on campus.

Survey Year	Covered Spaces	Uncovered Spaces	Total Capacity	Covered Capacity
2008	1,759	4,386	6,145	29%
2010	2,108	4,734	6,842	31%
2012	2,326	5,165	7,491	31%
2014	2,755	5,426	8,181	34%
2015	3,222	5,633	8,855	36%
2017	3,310	5,632	8,942	37%
2019	3,313	5,656	8,969	37%
2021	3,409	5,668	9,105	38%
2022	3,379	5,558	8,937	37%

Figure 5: Covered and Uncovered Bike Parking Capacity Change Over Time



Utilization Survey

The utilization survey was conducted between 10 a.m. and 12 p.m. on Tuesday, October 18 and Wednesday, October 19. The weather conditions on the days of the survey were good for biking. Both days had similar weather, with high temperatures in the upper 60's, minimal cloud cover, and no precipitation.

Campus Wide Utilization

The 2022 utilization survey found the average campus wide bike parking utilization was 27 percent. This utilization rate is 9 percent higher than the utilization rate observed in 2022, and the second lowest utilization rate measured in the history of the bike parking utilization survey. Values for all years are shown in **Table 5: OSU Bike Parking Utilization 2008-2021**. In 2022, there were 22 locations with utilization rates of 75 percent or greater, while In 2021 there were eight (8) locations with utilization at or above 75%.

Details on the 2022 highest utilization locations are provided in **Appendix F: Highest Utilized Sites Map and Report**. Like previous years, locations with the highest utilization rates were concentrated around residence halls, primarily at Poling, Cauthorn, Hawley, Buxton, and Sackett Hall, as well as at the Orchard Court apartments. Campus wide bike Parking Utilization by site is mapped in **Appendix G: Bike Parking Utilization Map.**

Table 5: OSU Bike Parking Utilization 2008-2022

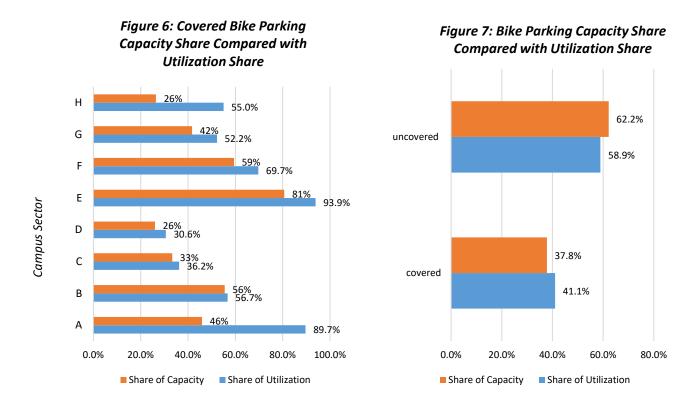
Survey Year	Campus Wide Capacity	Utilized Spaces	Percent Utilization
2008	6,145	2,742	44%
2010	6,842	5,029	74%
2012	7,491	4,146	55%
2014	8,178	4,241	54%
2015	8,855	4,826	55%
2017	8,942	3,778	42%
2019	8,969	2,976	33%
2021	9,105	1,670	18%
2022	8,937	2,371	27%

Capacity Share vs Utilization Share

Each type of bicycle parking facility represents a portion or share of the overall campus bike parking capacity. The capacity share for each parking facility differs across sectors, where one area of campus may offer a greater number of one type of bike parking facility than another (Figure 3). Overall, the OSU campus provides primarily hoop rack bicycle parking, and the majority of campus bike parking is either covered or uncovered hoop racks (Figure 2). The utilization of each type of bicycle parking facility represents a portion or share of overall campus bike parking utilization.

Comparing bicycle parking capacity share to bike parking utilization share for a given type of bike parking facility illustrates the intensity of bike facility utilization in comparison to facility availability. Where utilization share exceeds capacity share for a given bike parking facility type it indicates that a given type of bike parking is used at an intensity that is out of proportion to its share of the facility type.

The 2022 bike parking survey demonstrated that the utilization share exceeded capacity share for covered hoops in individual campus sectors as well as across campus as a whole (Figure 6 and Figure 7). Covered bike parking represents 37.8 percent of campus wide bike parking capacity and it accounts for 41.1 percent of campus wide utilization. Sector covered bike parking capacity share varies from 26 percent to 81 percent of bike parking capacity, per campus sector. Similarly the share of utilization of covered bike parking varies from 30 percent to 93 percent of covered bike parking, per campus sector. In all campus sectors the share of utilization exceeded the share of capacity for covered bike parking, indicating a disproportionate intensity of use for covered bike parking, out of proportion to its share of capacity.



Sector Utilization

Sectors B, C, D and G have the highest percent utilization, have the highest bike parking capacity, and contain the campus core buildings and student housing. The bike parking survey is scheduled late morning, in October of fall term to capture peak utilization in these sectors. Sectors A, E, F and H contain primarily agricultural spaces, athletic facilities, and event facilities (Figure 8). These locations, especially the athletic and event facilities, experience much higher rates of utilization during events such as practice times or games, typically outside of a regular academic day schedule. To accurately evaluate the utilization of bike parking at these locations, surveys would need to be conducted during facility specific events. Complete Site and Sector capacity and utilization data are provided in Appendix H: Detailed Survey Report.

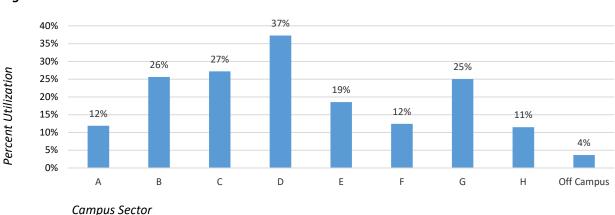


Figure 8: 2022 Sector Percent Utilization

Bike Parking Space to Student Ratio

As previously illustrated within this report, available bike parking on the OSU campus has steadily increased in supply and improved in quality since 2008. Between 2008 and 2022 there has been a 45% increase in the overall bike parking supply on campus. During that timeframe, OSU on campus FTE student enrollment increased from 16,367 students in 2008 to a peak of 20,647 in 2014. However, since 2014, on campus FTE student enrollment has steadily decreased due to growth in e-campus enrollment. As of fall 2022, on campus FTE student enrollment had decreased to 17,263, representing only a 5% increase over the 2008 on campus FTE student enrollment. Moving forward, the OSU Office of Institutional Research projects on campus FTE enrollment will decrease to 15,066 on campus FTE students by the year 2030.

As OSU has increased the availability of bike parking and the on campus student population has decreased, bike parking utilization has also decreased. The highest bike parking utilization on the OSU Corvallis campus was recorded in 2010, at 74 percent utilization campus wide. Since 2010, campus wide bike parking utilization has decreased to 27 percent in the most recent 2022 bike parking survey. **Figure 9** illustrates Bike Parking Capacity, Utilization, and on campus FTE student enrollment between 2008 and 2022. Utilization and enrollment have similar fluctuating trend lines, while the trend line for capacity has generally increase since 2008.

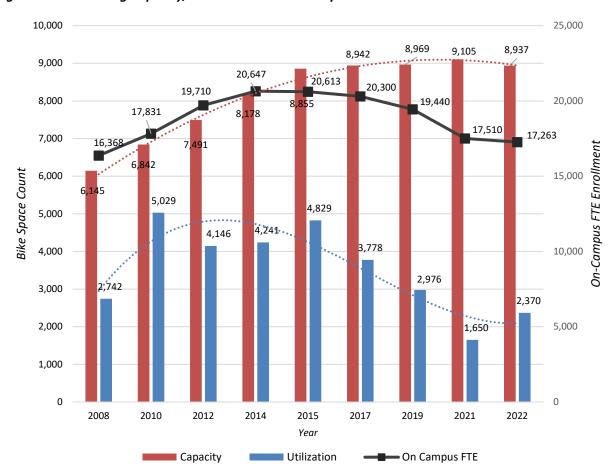


Figure 9: Bike Parking Capacity, Utilization and On Campus FTE Student Enrollment

In order to provide efficient bike parking supply in relationship to the OSU student population, University Land Use Planning has begun analyzing the ratio of provided bike parking to full time equivalent (FTE) students enrolled on the OSU campus. OSU has chosen to focus on OSU main campus FTE student enrollment over combined FTE student and faculty and staff numbers due to the consistent relationship between faculty staff FTE employment and student enrollment. Records from the OSU Office of Institution Research indicate that the FTE faculty staff employment rate is fairly stable at one FTE faculty staff member for every 4 FTE students enrolled on the OSU campus (1:4 faculty/staff to student ratio). Institutional Research also indicates that the faculty/staff to student employment ratio is expected to remain at or slightly below 1:4 into the future. Additionally, peer institutions also monitor their bike parking inventory by focusing on the student to bike parking ratio, rather than a combined faculty/staff and student population figure.

Figure 10 illustrates the number of on campus FTE students per total bike parking space and hoop space by year. This number can be described at the number of students that share a single bike parking space or hoop space on the OSU campus. It can also be represented as a ratio, as shown in **Table 6.** The oncampus FTE student to bike ratio illustrates, that as bike parking capacity increases and on campus FTE enrollment decreases, the student to bike parking space ratio approaches a 1:1 relationship, where there is one bike parking space for each student on campus.

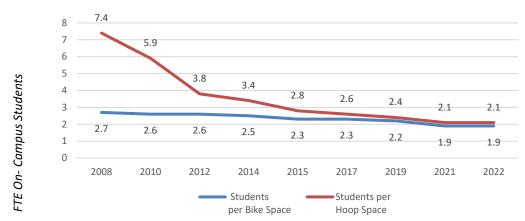


Figure 10: On Campus FTE Students per Bike Parking Space 2008-2022

Table 6: On	Campus Fi	TE Student to	Rike Parking	Snace Ratio

	•						
Year	FTE On Campus Students	Bike Parking Capacity	Hoop Capacity	FTE On Campus Students per Bike Space	FTE On Campus Students per Hoop Space	Overall Space: Student Ratio	Hoop Space: Student Ratio
2008	16,368	6,145	2,219	2.7	7.4	1:2.7	1:7.4
2010	17,831	6,842	3,026	2.6	5.9	1:2.6	1:5.9
2012	19,710	7,491	5,156	2.6	3.8	1:2.6	1:3.8
2014	20,647	8,181	6,084	2.5	3.4	1:2.5	1:3.4
2015	20,613	8,855	7,462	2.3	2.8	1:2.3	1:2.8
2017	20,300	8,942	7,839	2.3	2.6	1:2.3	1:2.6
2019	19,440	8,969	8,134	2.2	2.4	1:2.2	1:2.4
2021	17,511	9,105	8,263	1.9	2.1	1:1.9	1:2.1
2022	17,263	8,937	8,169	1.9	2.1	1:1.9	1:2.1

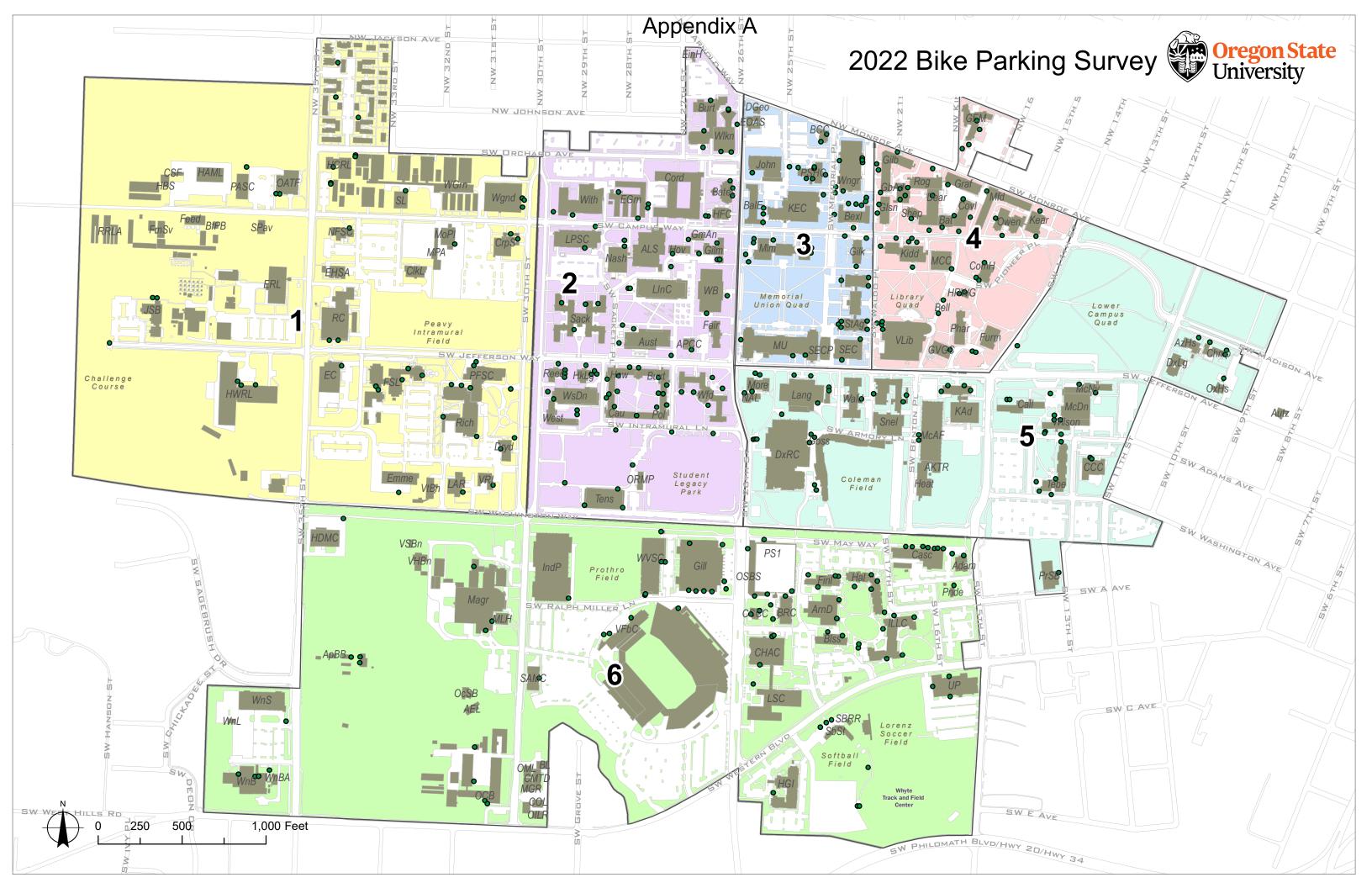
Additional Information/Contacts.

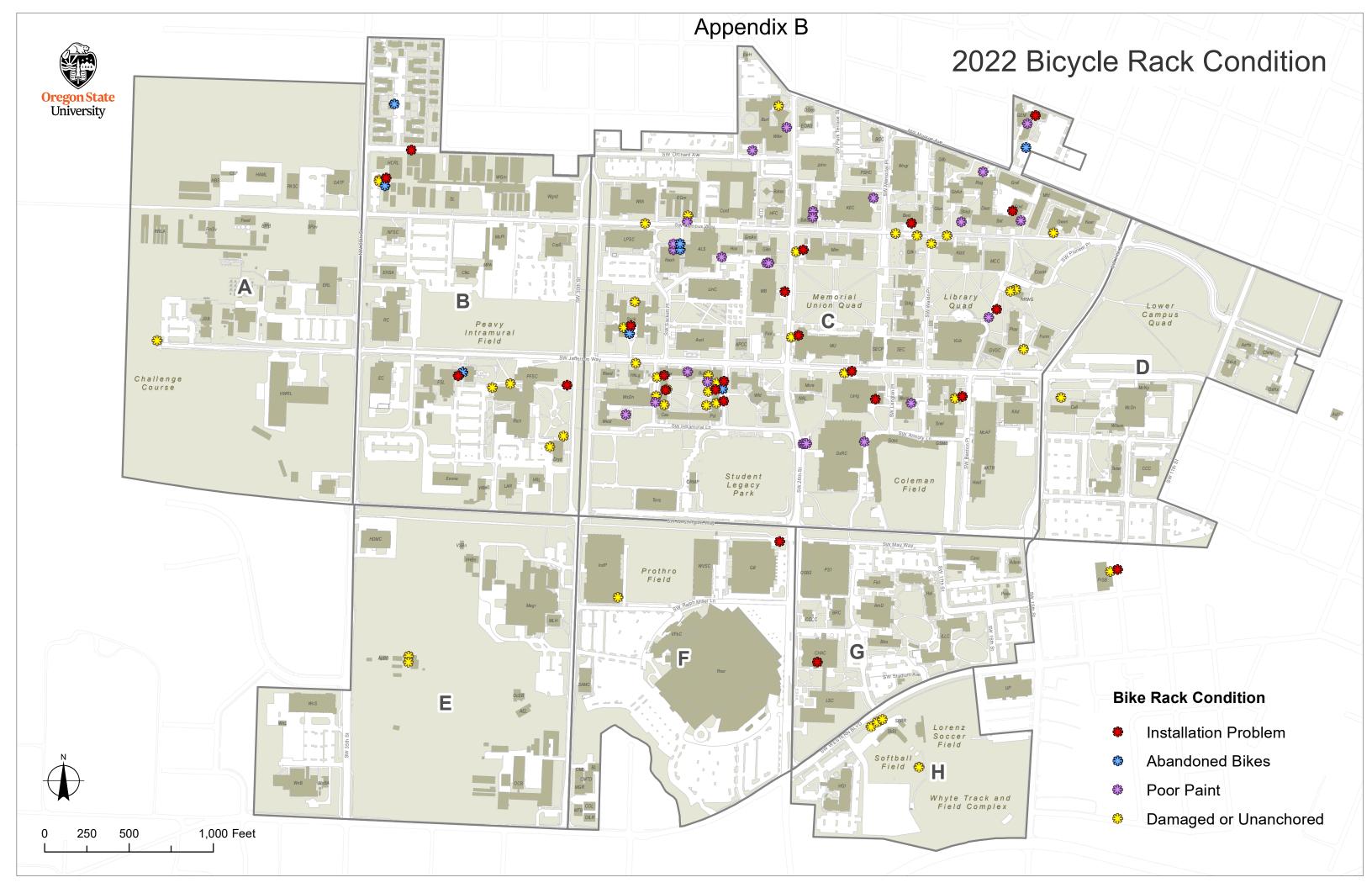
For additional information, please contact:

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- □ Bob Richardson, Campus Planning Manager 541-737-8503, bob.richardson@oregonstate.edu

Appendices

- A- Bicycle Survey Sections
- B- Condition Map and Report
- C- Bicycle Parking Capacity Map
- D- Hoop Type Map
- E- Cover Type Map
- F- Highest Utilized Sites Map and Report
- G- Bike Parking Utilization Map
- H- Detailed Survey Report





Abandoned Bikes

Damaged / Unanchored Racks

Rack Installation Problems

Bikes out of Racks Location ID Bikes out of Racks

Paint Issues

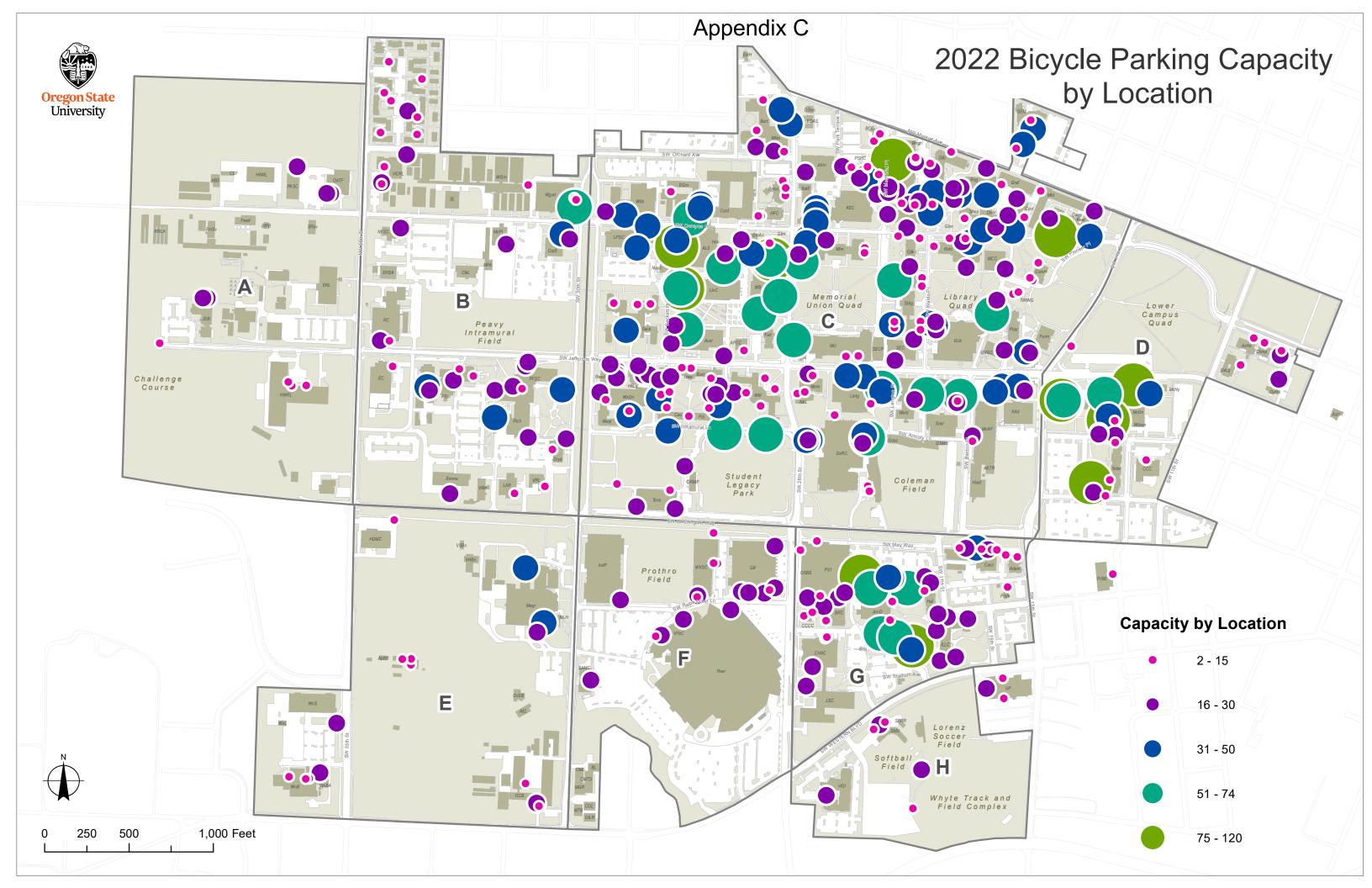
Location ID	Abandoned Bikes
1048	У
2075	у
2090	у
2067	у
2068	у
1031	у
1052	у
4271	у
5355	у
5382	У

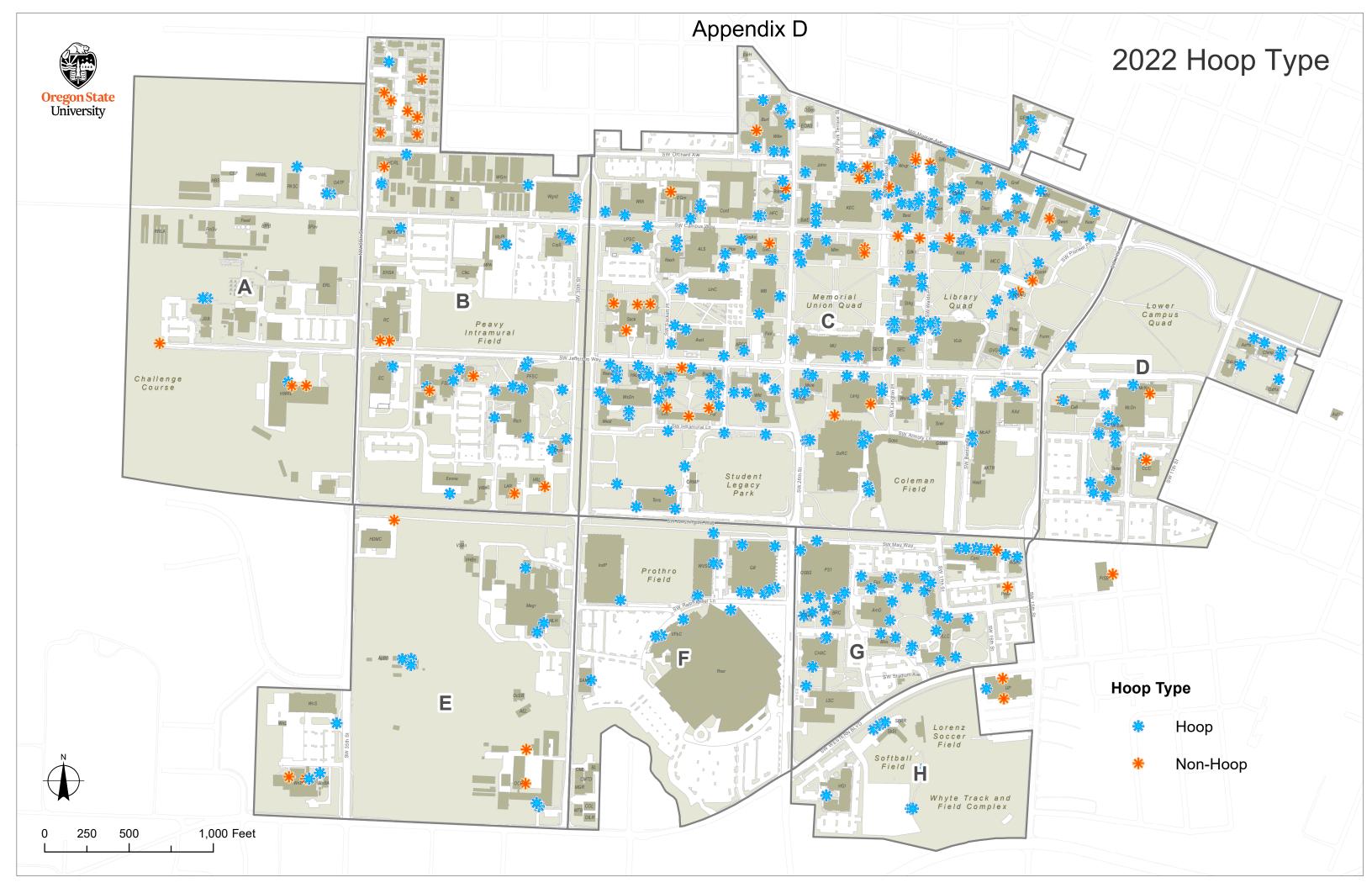
	Damaged/Unanchored
1048	У
2075	У
2090	У
2040	У
2089	У
2092	У
3228	У
3343	у
5337	У
5412	у
5274	У
2042	У
2095	У
2251	У
4183	У
1364	У
1012	У
1013	У
1057	У
1403	У
1404	У
2036	У
2066	У
2073	У
2097	У
2256	У
2416	У
2417	У
3202	У
3203	У
4164	У
4204	У
4205	У
4321	У
4413	У
5395	У
6369	У

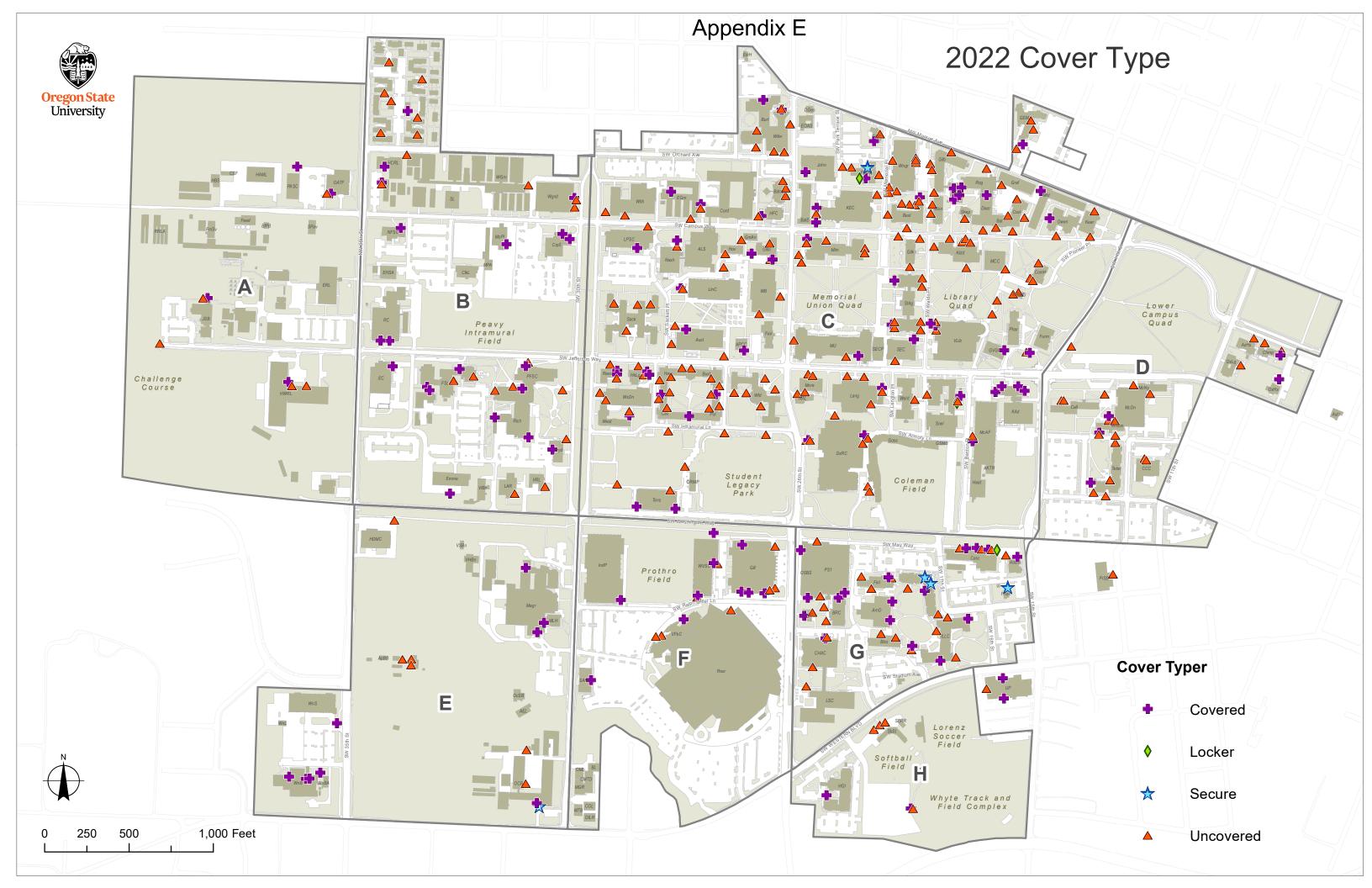
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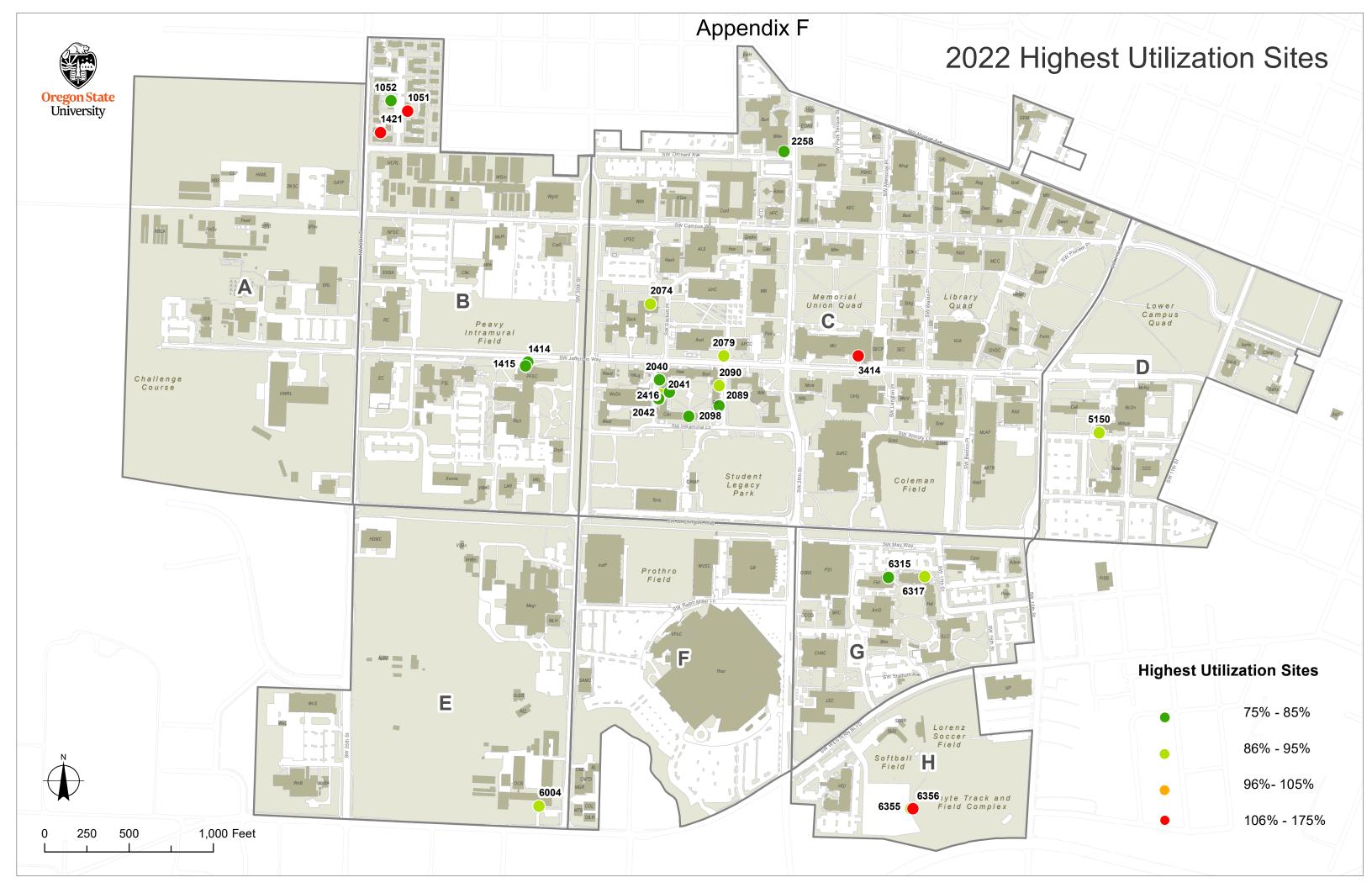
Location ID	Install Problem
4325	У
4380	У
1048	У
2075	У
2090	У
2040	У
2089	у
2092	У
3228	У
3343	У
5337	У
5412	у
5274	у
1024	у
1055	у
1416	у
2041	у
2143	у
3201	У
4176	У
5382	У
6423	У
6119	у

Location ID	Paint Condition
2042	poor
2095	poor
2251	poor
4183	poor
2067	poor
2068	poor
4325	poor
4380	poor
2128	poor
2243	poor
2257	poor
2260	poor
2349	poor
2393	poor
2394	poor
3213	poor
3222	poor
3223	poor
4169	poor
4179	poor
4269	poor
5131	poor
5132	poor
5133	poor
5291	poor
5293	poor

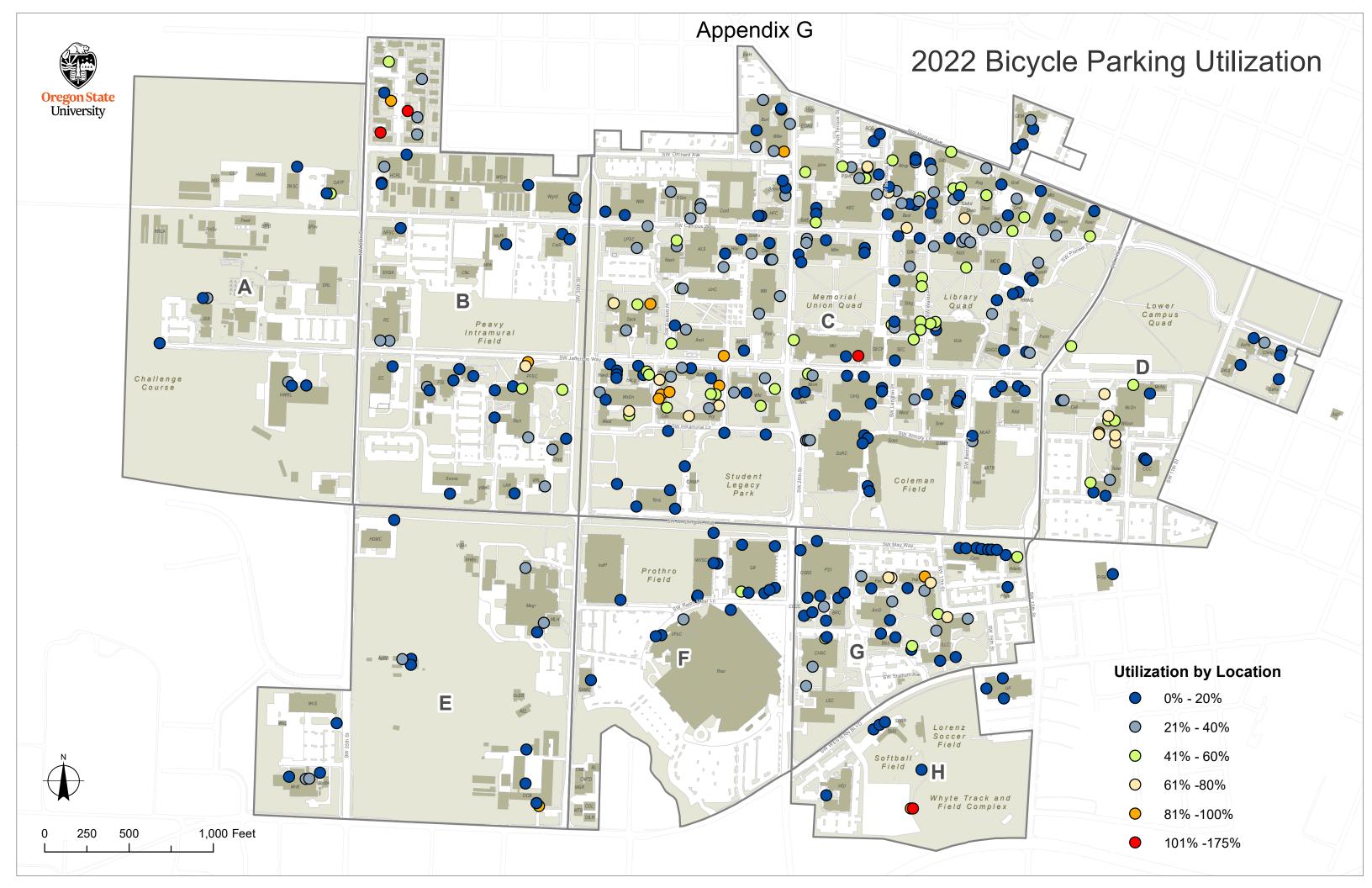








	Sites with Utilization of 75% or Greater						
Location ID	Туре	OSU Hoop	CMP Sector	Capacity	Percent Utilization		
6004	secure	Υ	E	8	88%		
2040	uncovered	Υ	С	16	75%		
2041	covered	Υ	С	9	94%		
2042	uncovered	Υ	С	48	82%		
1051	covered	N	В	26	110%		
1052	uncovered	N	В	13	85%		
2074	uncovered	N	С	7	86%		
2079	uncovered	Υ	С	20	95%		
2089	uncovered	Υ	С	43	76%		
2090	uncovered	Υ	С	19	87%		
2098	covered	N	С	14	75%		
5150	covered	Υ	D	20	88%		
2258	uncovered	Υ	С	14	82%		
6315	covered	Υ	G	35	79%		
6317	secure	Υ	G	22	89%		
6355	covered	Υ	Н	5	90%		
6356	uncovered	Υ	Н	4	113%		
1414	uncovered	Υ	В	20	85%		
1415	covered	Υ	В	26	77%		
3414	covered	Υ	С	2	175%		
2416	uncovered	Υ	С	8	81%		
1421	uncovered	N	В	7	107%		



Appendix H Detailed Survey Report

				Ca	apacity				
Section	Total Capacity	Covered	Uncovered	Hoops	Non-Hoops	Covered Hoops	Uncovered Hoops	Covered Non-Hoops	Uncovered Non-Hoops
Campus Wide	8,937	3,379	5,558	8,169	768	3,148	5,021	231	537
Α	122	56	66	92	30	56	36	0	30
В	726	403	323	573	153	316	257	87	66
С	5,536	1,845	3,691	5,180	356	1,743	3,437	102	254
D	814	212	602	662	152	212	450	0	152
E	264	213	51	228	36	204	24	9	27
F	266	158	108	266	0	158	108	0	0
G	1,067	445	622	1,058	9	436	622	9	0
н	87	23	64	87	0	23	64	0	0
Off Campus	55	24	31	23	32	0	23	24	8

				Uti	lization				
Sections	Total Utilization	Covered	Uncovered	Hoops	Non-Hoops	Covered Hoops	Uncovered Hoops	Covered Non-Hoops	Uncovered Non-Hoops
Campus Wide	2371	973	1397	2218	152	895	1323	78	74
А	14.5	13.0	1.5	13.5	1.0	13.0	0.5	0.0	1.0
В	186.0	105.5	80.5	122.5	63.5	68.0	54.5	37.5	26.0
С	1505.5	545.5	960.0	1427.0	78.5	508.0	919.0	37.5	41.0
D	303.5	93.0	210.5	299.0	4.5	93.0	206.0	0.0	4.5
E	49.0	46.0	3.0	46.5	2.5	45.0	1.5	1.0	1.5
F	33.0	23.0	9.0	32.0	0.0	23.0	9.0	0.0	0.0
G	267.0	139.5	127.5	267.0	0.0	139.5	127.5	0.0	0.0
н	10.0	5.5	4.5	10.0	0.0	5.5	4.5	0.0	0.0
Off Campus	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0

Sector A												
Location ID	Sector	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/18	Utilization Count 10/19	Average % Utilization	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
1044	Α	Covr	Υ	4	1	1	25%					
1045	Α	UnCovr	N	11	2	0	9%					
1046	Α	Covr	Υ	20	5	5	25%					
1049	Α	Covr	Υ	16	8	6	44%					
1050	Α	UnCovr	Υ	16	1	0	3%					
1363	Α	UnCovr	Υ	20	0	0	0%					
1364	Α	UnCovr	N	14	0	0	0%		Υ			
1409	Α	Covr	Υ	16	0	0	0%					
1412	Α	UnCovr	N	5	0	0	0%					

Sector B												
Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/18	Utilization Count 10/19	Average % Utilization	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
1011	В	UnCovr	N	6	1	2	25%					
1012	В	Covr	Υ	10	5	2	35%		Υ			
1013	В	UnCovr	Υ	20	0	0	0%		Υ			
1015	В	Covr	Υ	20	6	6	30%					
1016	В	Covr	Υ	40	10	5	19%					
1023	В	UnCovr	N	7	1	0	7%					
1024	В	UnCovr	Υ	21	1	0	2%			Υ		
1025	В	Covr	Υ	34	8	11	28%					
1026	В	Covr	N	28	1	1	4%					
1028	В	Covr	Υ	6	0	0	0%					
1029	В	Covr	N	7	1	2	21%					
1030	В	Covr	N	21	4	5	21%					
1031	В	Covr	Υ	14	2	2	14%	У				
1047	В	Covr	Υ	20	2	2	10%					
1048	В	Covr	Υ	16	2	2	13%	У	Υ	Υ		
1051	В	Covr	N	26	28	29	110%				Υ	
1052	В	UnCovr	N	13	12	10	85%	У				
1054	В	UnCovr	Υ	10	4	5	45%					
1055	В	UnCovr	Υ	19	2	4	16%			Υ		
1057	В	UnCovr	Υ	5	0	0	0%		Υ			
1059	В	Covr	Υ	14	6	5	39%					
1060	В	UnCovr	Υ	60	7	7	12%					
1061	В	UnCovr	Υ	6	1	1	17%					
1062	В	Covr	Υ	40	4	3	9%					
1063	В	Covr	Υ	24	4	0	8%					
1070	В	Covr	Υ	24	1	1	4%					
1362	В	Covr	N	5	2	2	40%					

1403	В	UnCovr	Υ	20	4	0	10%	Υ
1404	В	UnCovr	Υ	30	1	1	3%	Υ
1411	В	UnCovr	N	5	0	0	0%	
1413	В	Covr	Υ	20	0	0	0%	
1414	В	UnCovr	Υ	20	16	18	85%	
1415	В	Covr	Υ	26	19	21	77%	
1416	В	UnCovr	Υ	38	19	17	47%	Υ
1417	В	Covr	Υ	8	4	3	44%	
1418	В	UnCovr	N	7	1	2	21%	
1419	В	UnCovr	N	7	0	0	0%	
1420	В	UnCovr	Υ	8	0	1	6%	
1421	В	UnCovr	N	7	7	8	107%	
1422	В	UnCovr	N	7	2	2	29%	
1423	В	UnCovr	N	7	3	1	29%	

	Sector C	-	Oncovi	**	-	-	-	2370				
2023 C		Section		OSU Hoop	Rack Capacity	Count	Count			Damaged		
2024 C	2032	С	UnCovr	Υ	16	2	3	16%				
2025	2033	С	Covr	Υ	20	1	1	5%				
2036 C	2034	С	Covr	Υ	20	0	1	3%				
2023 C C C C C C C C C	2035	С	UnCovr	Υ	20	0	0	0%				
2038 C Corr Y 20	2036	С	UnCovr	Υ	16	3	2	16%		Υ		
2090 C	2037	С	UnCovr	Υ	24	5	2	15%				
2040	2038	С	Covr	Υ	20	11	11	55%				
2014 C Cov	2039	С	Covr	Υ	20	8	9	43%				
2022	2040	С	UnCovr	Υ	16	13	11	75%		Υ	Υ	
2022 C	2041	С	Covr	Υ	9	9	8	94%			Υ	
2064 C					48	40				Υ		Υ
2005												
2066 C												
2067 C										Υ		
2088									V			Υ
2009 C												•
2072 C									y			•
2073 C UnCov N 12 4 6 42% Y												
2074 C										V		
2075 C UnCovr N 48										•		
2076 C UnCovr Y 20 9 9 45%										V	V	
2077 C UnCovr Y 20 1 2 88									У	Y	Y	
2078 C Covr Y 68 26 27 39%												
2079 C												
2080 C Covr Y 66												
2081 C												
2084 C												
2085 C												
2086 C												
2087 C UnCovr Y 30 13 9 37%												
2088 C												
2089 C UnCovr Y 43 32 33 76% Y Y Y Y 2090 C UnCovr Y 19 17 16 87% Y Y Y Y Y Y Y Y Y	2087		UnCovr	Υ	30			37%				
2090 C UnCovr Y 19 17 16 87% Y Y Y Y Y 2091 C Covr Y 16 9 7 50% Y Y Y Y Y Y Y Y Y	2088	С	UnCovr	Υ	10	5	5	50%				
2091 C Covr Y 16 9 7 50% 2092 C UnCovr Y 17 8 8 47% Y Y 2095 C UnCovr Y 11 2 2 18% Y Y 2096 C UnCovr Y 16 5 7 38% 2097 C UnCovr N 7 3 4 50% Y 2098 C Covr N 14 11 10 75% 2127 C Covr Y 32 18 17 55% 2128 C UnCovr Y 8 6 4 63% Y 2129 C UnCovr Y 56 5 5 9 2130 C UnCovr Y 60 0 2 2 2 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8 2139 C UnCovr Y 32 0 1 2 2140 C UnCovr Y 20 1 2 8 2141 C UnCovr Y 65 13 14 21 2143 C UnCovr Y 10 0 0 0 2123 C UnCovr Y 10 3 3 30% 2233 C UnCovr Y 10 1 0 5 2236 C Covr Y 8 0 0 0 2236 C Covr Y 8 0 0 0 2008 T T T T T 2008 T T T T 2008 T T T T 2009 T T	2089	С	UnCovr	Υ	43	32	33	76%				
2092 C	2090	С	UnCovr	Υ	19	17	16	87%	У	Υ	Υ	
2095 C	2091	С	Covr	Υ	16	9	7	50%				
2096 C	2092	С	UnCovr	Υ	17	8	8	47%		Υ	Υ	
2097 C UnCovr N 14 11 10 75%	2095	С	UnCovr	Υ	11	2	2	18%		Υ		Υ
2098 C Covr N 14 11 10 75% 2127 C Covr Y 32 18 17 55% 2128 C UnCovr Y 8 6 4 63% Y 2129 C UnCovr Y 56 5 5 9% 2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 20 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0 2232 C	2096	С	UnCovr	Υ	16	5	7	38%				
2127 C Covr Y 32 18 17 55% 2128 C UnCovr Y 8 6 4 63% Y 2129 C UnCovr Y 56 5 5 9% 2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 10 3 3 30% 2232	2097	С	UnCovr	N	7	3	4	50%		Υ		
2128 C UnCovr Y 8 6 4 63% Y 2129 C UnCovr Y 56 5 5 9% 2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 10 0 0% 2141 C UnCovr Y 10 0 0 0% 2133 C UnCovr Y 10 3 3 30% 2234 C UnCovr Y 10 1 0 0% 2236 C	2098	С	Covr	N	14	11	10	75%				
2128 C UnCovr Y 8 6 4 63% Y 2129 C UnCovr Y 56 5 5 9% 2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 10 0 0% 2141 C UnCovr Y 10 0 0 0% 2133 C UnCovr Y 10 3 3 30% 2234 C UnCovr Y 10 1 0 0% 2236 C	2127	С	Covr	Υ				55%				
2129 C UnCovr Y 56 5 5 9% 2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 10 3 3 30% 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr Y 10 1 0 5% 2236 C												Υ
2130 C UnCovr Y 60 0 2 2% 2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr Y 10 1 0 5% 2234 C UnCovr Y 10 1 0 5% 2236												
2136 C Covr Y 20 3 0 8% 2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr Y 10 1 0 5% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%												
2137 C Covr Y 20 2 1 8% 2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%						3						
2138 C UnCovr Y 6 0 1 8% 2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%				Y		2						
2139 C UnCovr Y 32 0 1 2% 2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%												
2140 C UnCovr Y 20 1 2 8% 2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%												
2141 C UnCovr Y 10 0 0 0% 2143 C UnCovr Y 65 13 14 21% Y 2232 C UnCovr Y 10 3 3 30% 2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%												
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2233 C UnCovr N 3 0 0 0% 2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%											Y	
2234 C UnCovr Y 10 1 0 5% 2236 C Covr Y 8 0 0 0%												
2236 C Covr Y 8 0 0 0%												
2237 C UnCovr Y 8 0 0 0%												
	2237	С	UnCovr	Υ	8	0	0	0%				

2241	С	UnCovr	Υ	20	5	3	20%			
2242	С	Covr	Υ	48	7	13	21%			
2243	С	UnCovr	Υ	20	5	3	20%			Υ
2251	С	UnCovr	Υ	70	22	18	29%	Υ		Y
2253	С	Covr	N	9	3	1	22%			
2255	C	Covr	Y	32	4	4	13%			
2256	С	UnCovr	Υ	40	1	2	4%	Υ		
2257	C	UnCovr	Υ	46	20	12	35%			Υ
2258	С	UnCovr	Υ	14	11	12	82%			
2259	С	UnCovr	Υ	18	4	10	39%			
2260	С	UnCovr	Υ	26	9	9	35%			Υ
2264	С	UnCovr	N	14	3	2	18%			
2265	С	Covr	Υ	12	3	3	25%			
2349	С	UnCovr	Υ	6	1	1	17%			Υ
2350	С	UnCovr	Υ	16	4	5	28%			
2351	С	UnCovr	N	12	0	0	0%			
2359	С	UnCovr	Υ	4	0	0	0%			
2390	С	Covr	Υ	60	23	26	41%			
2391	С	UnCovr	Y	88	27	37	36%			
2392	С	UnCovr	Υ	60	23	23	38%			
2393	С	UnCovr	Υ	60	1	10	9%			Υ
2394	С	Covr	Υ	120	18	43	25%			Υ
2414	С	UnCovr	N	4	1	1	25%			
2416	С	UnCovr	Υ	8	6	7	81%	Υ		
2417	С	UnCovr	N	7	2	2	29%	Y		
								1		
2418	C	Covr	Y	40	13	12	31%			
2419	С	UnCovr	Υ	36	11	12	32%			
3185	C	UnCovr	Υ	30	10	13	38%			
3187	C	UnCovr	Υ	16	5	3	25%			
3188	С	UnCovr	Υ	10	3	1	20%			
3189	С	UnCovr	N	7	0	1	7%			
3195	С	Covr	Y	48	26	25	53%			
3196	С	UnCovr	Υ	10	0	0	0%			
3197	С	UnCovr	Υ	20	1	0	3%			
3199	С	UnCovr	Υ	18	10	13	64%			
3200	С	UnCovr	Υ	30	4	4	13%			
3201	С	UnCovr	Υ	29	28	15	74%		Υ	
3202	С	UnCovr	N	12	0	0	0%	Υ		
	С	UnCovr			2	0		Y		
3203			N	11			9%	Y		
3210	С	UnCovr	Υ	26	9	7	31%			
3211	С	UnCovr	N	7	0	0	0%			
3212	С	UnCovr	N	7	0	0	0%			
3213	С	UnCovr	Υ	24	10	6	33%			Υ
3214	С	UnCovr	N	16	4	0	13%			
3215	С	UnCovr	Y	80	40	30	44%			
3216	С	Covr	Υ	6	1	1	17%			
3217	С	UnCovr	Υ	10	2	1	15%			
3218	С	Covr	Υ	48	40	8	50%			
3219	С	UnCovr	Υ	10	6	0	30%			
3220	С	Covr	Υ	10	1	4	25%			
3221	С	Covr	N	8	9	1	63%			
3222	С	Covr	Y	40	3	4	9%			V
										Y
3223	С	UnCovr	Υ	40	4	3	9%			Υ
3224	С	Covr	Υ	40	21	20	51%			
3225	С	UnCovr	Υ	24	0	0	0%			
3226	С	Covr	Υ	48	14	23	39%			
3227	С	UnCovr	Υ	38	4	12	21%			
3228	С	UnCovr	Y	20	0	1	3%	Υ	Υ	
									1	
3230	С	UnCovr	Υ	60	2	12	12%			
3267	С	Covr	N	28	19	0	34%			
3331	С	Covr	Υ	20	11	13	60%			
3332	С	Covr	Υ	50	23	24	47%			
3333	С	UnCovr	Υ	26	3	2	10%			
3338	С	UnCovr	Y	15	2	3	17%			
3343	С	UnCovr	Υ	54	24	25	45%	Υ	Υ	
3352	С	UnCovr	Υ	4	0	0	0%			
3358	С	UnCovr	Υ	20	6	10	40%			
3374	С	UnCovr	N	13	0	0	0%			
3375	С	UnCovr	Υ	14	5	3	29%			
3376	С	UnCovr	Y	14		1	7%			
					1					
3385	С	UnCovr	Υ	10	7	4	55%			
3386	С	UnCovr	Υ	8	4	3	44%			
3387	С	UnCovr	Υ	10	3	6	45%			

3388	С	UnCovr	Υ	8	3	5	50%					
3389	С	Covr	Υ	52	7	3	10%					
3401	С	Covr	Υ	30	10	22	53%					
3402	С	UnCovr	Υ	20	10	14	60%					
3413	С	UnCovr	Υ	6	0	3	25%					
3414	С	Covr	Y	2	4	3	175%					
4163	C C	UnCovr	Y Y	50 86	24 22	20 16	44% 22%		Υ			
4164 4165	С	Covr	N N	23	4	2	13%		1			
4166	С	UnCovr	Y	40	25	22	59%					
4167	C	UnCovr	Υ	18	6	4	28%					
4168	С	UnCovr	Υ	40	18	14	40%					
4169	С	UnCovr	Υ	10	7	6	65%					Υ
4170	С	Covr	Υ	28	10	12	39%					
4171	C	Covr	Υ	20	10	8	45%					
4174	С	Covr	Υ	34	15	14	43%					
4175	С	UnCovr	Υ	10	0	0	0%					
4176	С	UnCovr	Υ	18	2	0	6%			Υ		
4177	С	UnCovr	Y	20	6	10	40%					
4178 4179	C C	Covr UnCovr	Y Y	6 10	0 5	2 6	17% 55%					Υ
4179	С	UnCovr	Y	14	6	5	39%					·
4181	С	UnCovr	Y	10	2	2	20%					
4182	C	UnCovr	N	12	0	1	4%				Υ	
4183	С	UnCovr	N	2	0	0	0%		Υ			Υ
4184	С	UnCovr	Υ	20	1	3	10%					
4190	С	UnCovr	N	7	0	0	0%					
4191	С	UnCovr	Υ	28	12	7	34%					
4192	С	UnCovr	Υ	42	13	8	25%					
4193	С	UnCovr	Υ	10	1	1	10%					
4194	С	UnCovr	Y	40	7	8	19%					
4204 4205	C C	UnCovr	Y N	10 14	3 0	3	30% 0%		Y			
4205	С	UnCovr	Y	22	6	9	34%		ı			
4207	С	UnCovr	Y	10	2	5	35%					
4208	С	UnCovr	Υ	44	5	19	27%					
4209	С	UnCovr	Υ	26	7	15	42%					
4268	С	Covr	Υ	28	16	8	43%					
4269	С	UnCovr	Υ	18	5	6	31%					Υ
4270	С	UnCovr	Υ	12	2	1	13%					
4271	С	Covr	Υ	40	3	2	6%	У				
4272	С	UnCovr	Υ	44	5	4	10%					
4273	С	UnCovr	Y	26	3	4	13%					
4321	С	UnCovr	Y	34	0	5	7%		Y			
4322 4324	C C	Covr	Y Y	30 30	6 0	8	23% 0%					
4325	С	UnCovr	Y	56	10	23	29%			Υ		Υ
4326	С	UnCovr	Y	30	1	0	2%			•		·
4327	c	UnCovr	Y	16	2	2	13%					
4328	С	Covr	Υ	48	13	19	33%					
4329	С	UnCovr	Υ	16	5	8	41%					
4330	С	Covr	Υ	48	23	25	50%					
4346	С	UnCovr	Υ	8	5	3	50%					
4380	С	UnCovr	Υ	9	3	3	33%			Υ		Υ
4412	С	Covr	Y	34	5	3	12%					
4413	С	UnCovr	Y	10	2	2	20%		Υ			V
5131 5132	C C	UnCovr Covr	Y	38 28	7 10	9 12	21% 39%					Y Y
5132	С	UnCovr	Y	48	11	11	23%					Y
5281	С	Covr	Y	10	2	4	30%					·
5282	C	UnCovr	Υ	20	3	1	10%					
5283	С	Covr	Y	54	7	7	13%					
5284	С	Covr	Υ	32	1	0	2%					
5285	С	Covr	Υ	48	8	4	13%					
5286	С	Covr	Υ	48	5	2	7%					
5287	С	Covr	Υ	26	1	0	2%					
5290	С	UnCovr	Υ	54	3	4	6%					
5291	С	UnCovr	Y	16	4	5	28%					Υ
5292	С	Covr	Y	40	4	6	13%					V
5293 5294	С	UnCovr	Y	56 10	3	0	3%					Υ
5294 5334	C C	UnCovr	Y	10 64	0 11	0 7	0% 14%					
					2	1	5%					
5335	С	UnCovr	Υ	32	,	,						

5336	C	UnCovr	Υ	40	4	6	13%					
5337	Ċ	UnCovr	Υ	35	4	8	17%		Υ	Υ		
5339	С	UnCovr	Υ	20	10	11	53%					
5340	С	UnCovr	Y	14	6	5	39%					
5341	С	UnCovr	Y	4	0	1	13%					
5342	С	UnCovr	Y	4	0	1	13%					
5355	С		N		1	2	11%					
		UnCovr		14								
5381	C	UnCovr	Y	20	0	7	18%					
5382	С	UnCovr	N	11	0	0	0%			Υ		
5399	С	Covr	N	20	15	0	38%					
5410	С	UnCovr	Υ	10	0	0	0%					
5412	С	UnCovr	Υ	8	0	0	0%		Υ	Y		
Sector D												
Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/18	Utilization Count 10/19	Average % Utilization	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
5145	D	UnCovr	Υ	16	0	0	0%					
5146	D	Covr	Υ	92	46	41	47%					
5147	D	UnCovr	Υ	10	3	4	35%					
5148	D	UnCovr	Υ	14	10	9	68%					
5149	D	UnCovr	Υ	20	13	12	63%					
5150	D	Covr	Υ	20	19	16	88%					
5151	D	UnCovr	Υ	20	13	15	70%					
5152	D	UnCovr	Y	86	39	31	41%					
5153	D	UnCovr	Y	8	3	4	44%					
	D		Y		25	28						
5154		Covr		40			66%					
5155	D	UnCovr	Y	68	42	44	63%					
5156	D	UnCovr	Υ	104	58	53	53%					
5158	D	UnCovr	N	40	3	5	10%					
5160	D	UnCovr	Υ	6	0	1	8%					
5161	D	UnCovr	Υ	6	0	0	0%					
5162	D	UnCovr	N	107	0	0	0%					
5323	D	UnCovr	Υ	10	5	5	50%					
5384	D	Covr	Υ	30	3	3	10%					
5395	D	UnCovr	Υ	70	22	22	31%		Υ			
5405	D	UnCovr	Υ	6	0	1	8%				Υ	
5406	D	UnCovr	Υ	4	0	3	38%					
	D D	UnCovr UnCovr	Y Y	4 2	0	3	38%					
5407	D	UnCovr	Υ	2	0	0	38% 0%					
5407 5408	D D	UnCovr Covr	Y Y	2 30	0 2	0	38% 0% 8%					
5407 5408 5409	D	UnCovr	Υ	2	0	0	38% 0%					
5407 5408	D D	UnCovr Covr	Y Y	2 30	0 2	0	38% 0% 8%	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
5407 5408 5409 Sector E	D D D	UnCovr Covr UnCovr	Y Y N	2 30 5	0 2 1 Utilization Count	0 3 0 Utilization Count	38% 0% 8% 10% Average		Damaged			
5407 5408 5409 Sector E	D D D Section	UnCovr Covr UnCovr	Y Y N	2 30 5 Rack Capacity	0 2 1 Utilization Count 10/18	0 3 0 Utilization Count 10/19	38% 0% 8% 10% Average % Utilization		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005	D D D Section E E	UnCovr Covr UnCovr Covered / Uncovered Covr Covr	Y Y N OSU Hoop	2 30 5 Rack Capacity 8 26	0 2 1 Utilization Count 10/18 7 3	0 3 0 Utilization Count 10/19 7	38% 0% 8% 10% Average % Utilization 88% 8%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006	D D D Section E E E	UnCovr Covr UnCovr Covered / Uncovered Covr Covr UnCovr	Y Y N OSU Hoop Y Y N	2 30 5 Rack Capacity 8 26 14	0 2 1 1 Utilization Count 10/18 7 3 0	0 3 0 Utilization Count 10/19 7 1	38% 0% 8% 10% Average % Utilization 88% 4%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009	D D Section E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y	2 30 5 Rack Capacity 8 26 14 29	0 2 1 Utilization Count 10/18 7 3 0	0 3 0 Utilization Count 10/19 7 1 1 6	38% 0% 8% 10% Average % Utilization 88% 8% 4%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010	D D Section E E E E E	UnCovr Covr UnCovr Covered / Uncovered Covr Covr UnCovr Covr Covr	Y Y N OSU Hoop Y Y N Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39	0 2 1 Utilization Count 10/18 7 3 0 2 3	0 3 0 Utilization Count 10/19 7 1 1 6 22	38% 0% 8% 10% Average Utilization 88% 4% 14% 32%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043	D D Section E E E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Cov	Y Y N OSU Hoop Y Y N Y N Y N	2 30 5 Rack Capacity 8 26 14 29 39 3	0 2 1 Utilization Count 10/18 7 3 0 2 3 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1	38% 0% 8% 10% Average Utilization 88% 4% 14% 32% 33%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348	D D Section E E E E E E E	UnCovr Covr UnCovr Covered / Uncovered Covr Covr UnCovr Covr Covr UnCovr UnCovr	Y Y N OSU Hoop Y Y N N N N N	2 30 5 Rack Capacity 8 26 14 29 39 3 0	0 2 1 Utilization Count 10/18 7 3 0 2 3 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1	38% 0% 8% 10% Average Utilization 88% 4% 14% 32% 33% 0%		Damaged			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368	D D Section E E E E E E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Cov	Y Y N OSU Hoop Y Y N N N N N	2 30 5 Rack Capacity 8 26 14 29 39 3 0	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8%					
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6368	D D Section E E E E E E E E E	Covered / Uncovered Covr Covr UnCovr Covr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr	Y Y N OSU Hoop Y Y N N N Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370	D D Section E E E E E E E E E E	Covered / Uncovered Covr Covr UnCovr Covr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr	Y Y N OSU Hoop Y Y N N Y Y N N N N Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0%					
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371	D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr	Y Y N OSU Hoop Y Y N N Y N N N N N Y N N N N N N N N	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372	D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr UnCovr Covr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N N N Y Y N N Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 0 25	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 6% 0% 0% 40%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371	D D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr	Y Y N OSU Hoop Y Y N N Y N N N N N N N Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 2 3 1 3 1 0 1 0 0 0 0 25 3	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 4	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372	D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr UnCovr Covr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N N N Y Y N N Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 0 25	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 6% 0% 0% 40%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421	D D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Cov	Y Y N OSU Hoop Y Y N N Y N N N N N N N Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 2 3 1 3 1 0 1 0 0 0 0 25 3	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 4	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430	D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr Covr UnCovr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N N N N N Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 2 3 4	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 4 0 2	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432	D D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Cov	Y Y N OSU Hoop Y Y N N Y N N N N N Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 2 5 3 4 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 4 0 2 2 2	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30% 5%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431	D D D Section E E E E E E E E E E E E E E E E E E	Covered / Uncovered Covr Covr Covr Covr Covr Covr Covr Cov	Y Y N OSU Hoop Y Y N N Y N N N N N Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 2 5 3 4 1	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 4 0 2 2 2	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30% 5%		Y			
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F	D D D Section E E E E E E E E E E E E E E E E E E	UnCovr Covred / Uncovered Covr Covr UnCovr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N N Y Y Y Y N N Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 0 25 3 4 1 1 Utilization Count	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 0 0 4 0 2 2 0 Utilization Count Count Count Count Count	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30% 5% 2%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID	D D D Section E E E E E E E E E E E E E E E E E E	UnCovr Covr Uncovred Covr Covr Uncovr Covr Covr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr UnCovr UnCovr Covr Covr Covr UnCovr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr	Y Y N OSU Hoop Y Y N N Y N N N N Y Y Y Y Y OSU Hoop	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 25 3 4 1 1 Utilization Count 10/18	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 0 1 0 0 2 2 0 Utilization Count 10/19	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 6% 0% 0% 25% 30% 5% 2% Average % Utilization	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID	D D D Section E E E E E E E E E E F F F	UnCovr Covr Uncovred Covr Covr Uncovr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N N Y Y Y OSU Hoop	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 25 3 4 1 1 Utilization Count 10/18	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 2 2 0 Utilization Count 10/19	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30% 5% 2% Average % Utilization 3% 53%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID	D D D Section E E E E E E E E E E F F F	UnCovr Covr Uncovred Covr Uncovr Covr UnCovr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y Y N N N Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 25 3 4 1 1 Utilization Count 10/18 0 12 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 2 2 2 0 Utilization Count 10/19 1 9 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 8% 0% 0% 40% 25% 30% 5% 2% Average % Utilization 3% 53% 0%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID 6008 6100 6101 6103	D D D Section E E E E E E E E E E F F F F	UnCovr Covr Uncovred Covr Uncovr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N N N N Y Y Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 25 3 4 1 1 Utilization Count 10/18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 1 0 0 2 2 0 Utilization Count 10/19 1 9 0 2	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 8% 0% 40% 25% 30% 5% 2% Average % Utilization 3% 53% 0% 55%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID	D D D Section E E E E E E E E E E F F F F F	UnCovr Covr Uncovred Covr Uncovr Covr Covr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y Y N N N Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 1 0 0 25 3 4 1 1 Utilization Count 10/18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 0 Wtilization Count 10/19 7 1 1 6 22 1 0 1 0 0 2 2 0 Utilization Count 10/19	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 8% 0% 0% 25% 30% 5% 2% Average % Utilization 3% 53% 0% 5% 3%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID 6008 6100 6101 6103 6104 6105	D D D Section E E E E E E E E E F F F F	UnCovr Covr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr UnCovr UnCovr Covr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N Y Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity 20 16 20 16 10 16 10	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 0 25 3 4 1 1 Utilization Count 10/18 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 1 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 0 4 0 2 2 0 Utilization Count 10/19 1 9 0 2 1 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 6% 0% 0% 25% 30% 5% 2% Average % Utilization 3% 53% 5%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID 6008 6100 6101 6103 6104 6105 6106	D D D Section E E E E E E E E E E F F F F	UnCovr Covr UnCovr Covr UnCovr Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr UnCovr Covr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N Y Y Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity 20 20 16 20 16 10 10 10	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 1 0 0 25 3 4 1 1 Utilization Count 10/18 0 0 1 1 0 0 1 1 1 1 Utilization Count 10/18 0 12 0 0 0 1 1 3	0 3 0 Wtilization Count 10/19 7 1 1 6 22 1 0 0 0 4 0 2 2 0 Utilization Count 10/19 1 9 0 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	38% 0% 8% 10% Average % Utilization 88% 8% 4% 14% 32% 33% 0% 6% 0% 25% 30% 5% 2% Average % Utilization 3% 53% 5% 5% 15%	Bikes	Y	Problem	racks bikes out of	paint
5407 5408 5409 Sector E Location ID 6004 6005 6006 6009 6010 6043 6348 6368 6369 6370 6371 6372 6421 6430 6431 6432 Sector F Location ID 6008 6100 6101 6103 6104 6105	D D D Section E E E E E E E E E F F F F	UnCovr Covr UnCovr Covr UnCovr Covr UnCovr Covr UnCovr UnCovr UnCovr Covr UnCovr Covr Covr Covr Covr Covr Covr Covr	Y Y N OSU Hoop Y Y N N Y N N N Y Y Y Y Y Y Y Y Y Y Y	2 30 5 Rack Capacity 8 26 14 29 39 3 0 13 8 10 6 36 6 10 28 28 Rack Capacity 20 16 20 16 10 16 10	0 2 1 Utilization Count 10/18 7 3 0 2 3 1 0 0 0 25 3 4 1 1 Utilization Count 10/18 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 1 0	0 3 0 Utilization Count 10/19 7 1 1 6 22 1 0 0 4 0 2 2 0 Utilization Count 10/19 1 9 0 2 1 0 2 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	38% 0% 8% 10% Average % Utilization 88% 4% 14% 32% 33% 0% 6% 0% 0% 25% 30% 5% 2% Average % Utilization 3% 53% 5%	Bikes	Y	Problem	racks bikes out of	paint

0

0

0%

6109

UnCovr

6110	F	Covr	Υ	20	2	0	5%		Υ			
6123	F	UnCovr	Υ	20	0	1	3%					
6126	F	Covr	Υ	12	0	1	4%					
6353	F	Covr	Υ	0	0	0	0%					
6398	F	Covr	Υ	20	2	3	13%					
6422	F	Covr	Υ	20	5	6	28%					
6423	F	UnCovr	Υ	16	2	3	16%			Υ		
6429	F	UnCovr	Υ	8	1	1	13%					
Sector G												
50000		6			Utilization	Utilization		Ab and and ad		l4-II	hillion and of	
Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Count 10/18	Count 10/19	Average % Utilization	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6112	G	Covr	Υ	6	0	0	0%					
6113	G	Covr	Υ	20	0	2	5%					
6114	G	UnCovr	Υ	12	0	0	0%					
6115	G	UnCovr	Υ	6	0	0	0%					
6116	G	UnCovr	Υ	16	6	6	38%					
6117	G	Covr	Υ	26	0	4	8%					
6118	G	Covr	Υ	24	1	1	4%					
6119	G	UnCovr	Υ	19	0	9	24%			Υ		
6120	G	UnCovr	Υ	26	4	7	21%					
6121	G	Covr	Υ	13	8	4	46%					
6122	G	UnCovr	Υ	10	0	4	20%					
6134	G	Covr	Υ	8	0	0	0%					
6135	G	UnCovr	Υ	10	2	0	10%					
6276	G	Covr	N	7	0	0	0%					
6277	G	UnCovr	Υ	10	0	0	0%					
6278	G	Covr	Υ	8	3	4	44%					
6279	G	UnCovr	Υ	10	1	0	5%					
6280	G	Covr	Υ	18	0	0	0%					
6295	G	UnCovr	Υ	60	6	5	9%					
6296	G	UnCovr	Υ	60	1	1	2%					
6297	G	Covr	Υ	10	4	2	30%					
6298	G	UnCovr	Υ	18	6	5	31%					
6299	G	UnCovr	Υ	16	5	8	41%					
6300	G	UnCovr	Υ	28	16	22	68%					
6301	G	Covr	Υ	16	4	7	34%					
6302	G	UnCovr	Υ	16	0	0	0%					
6306	G	Covr	Υ	30	7	5	20%					
6307	G	UnCovr	Y	46	4	4	9%					
6308	G	Covr	Y	100	41	43	42%					
6309	G	UnCovr	Υ	52	8	6	13%					
	G		Y		11	10						
6310		UnCovr		59			18%					
6311	G	Covr	Y	8	0	3	19%					
6313	G	Covr	Υ	8	4	2	38%					
6314	G	UnCovr	Y	40	24	27	64%					
6315	G	Covr	Υ	35	29	26	79%					
6316	G	UnCovr	Υ	76	24	19	28%					
6317	G	Covr	Υ	22	19	20	89%					
6318	G	Covr	Υ	20	14	14	70%					
6354	G	UnCovr	Υ	12	3	1	17%					
6416	G											
		Covr	Υ	40	3	3	8%					
6417	G	UnCovr	Υ	8	0	0	0%					
6419	G G	UnCovr Covr	Y Y	8 24	0 1	0 1	0% 4%					
6419 6420	G G G	UnCovr Covr UnCovr	Y Y Y	8 24 12	0 1 0	0 1 0	0% 4% 0%					
6419 6420 6428	G G	UnCovr Covr	Y Y	8 24	0 1	0 1	0% 4%					
6419 6420	G G G	UnCovr Covr UnCovr	Y Y Y	8 24 12	0 1 0	0 1 0	0% 4% 0%					
6419 6420 6428	G G G	UnCovr Covr UnCovr	Y Y Y	8 24 12	0 1 0 0 Utilization	0 1 0 0 Utilization	0% 4% 0%	Abandonded Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6419 6420 6428 Sector H	G G G	UnCovr Covr UnCovr Covr	Y Y Y N	8 24 12 2	0 1 0 0	0 1 0 0	0% 4% 0% 0% Average		Damaged			
6419 6420 6428 Sector H	G G G G	UnCovr Covr UnCovr Covr Covered / Uncovered	Y Y Y N	8 24 12 2 Rack Capacity	0 1 0 0 Utilization Count 10/18	0 1 0 0 Utilization Count 10/19	0% 4% 0% 0% 0% Average % Utilization		Damaged			
6419 6420 6428 Sector H Location ID 6355 6356	G G G G Section	UnCovr Covr UnCovr Covr Covred / Uncovered Covr UnCovr	Y Y Y N OSU Hoop	8 24 12 2 Pack Capacity 5 4	0 1 0 0 Utilization Count 10/18	0 1 0 0 Utilization Count 10/19 4 4	0% 4% 0% 0% 0% Average % Utilization 90% 113%				racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377	G G G G Section	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr	Y Y Y N OSU Hoop Y Y Y	8 24 12 2 Pack Capacity 5 4 10	0 1 0 0 Utilization Count 10/18 5 0	0 1 0 0 Utilization Count 10/19 4 4	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0%		Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378	G G G Section H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr	Y Y Y N OSU Hoop Y Y Y Y	8 24 12 2	0 1 0 0 Utilization Count 10/18 5 5 0	0 1 0 0 Utilization Count 10/19 4 4 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0%		Y Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr UnCovr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y	8 24 12 2	0 1 0 0 Utilization Count 10/18 5 5 0 0	0 1 0 0 Utilization Count 10/19 4 0 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0%		Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr Covr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y Y	8 24 12 2 Rack Capacity 5 4 10 20 10	0 1 0 0 Utilization Count 10/18 5 5 0 0	0 1 0 0 Utilization Count 10/19 4 4 0 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 0% 6%		Y Y Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383 6415	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr UnCovr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y	8 24 12 2	0 1 0 0 Utilization Count 10/18 5 5 0 0	0 1 0 0 Utilization Count 10/19 4 0 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0%		Y Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr Covr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y Y	8 24 12 2 Rack Capacity 5 4 10 20 10	0 1 0 0 Utilization Count 10/18 5 5 0 0 0	0 1 0 0 Utilization Count 10/19 4 4 0 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 0% 6%		Y Y Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383 6415	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr Covr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y Y	8 24 12 2 Rack Capacity 5 4 10 20 10	0 1 0 0 Utilization Count 10/18 5 5 0 0	0 1 0 0 Utilization Count 10/19 4 4 0 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 0% 6%		Y Y Y		racks	
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383 6415 Off Campus	G G G Section H H H H	UnCovr Covr UnCovr Covred / Uncovered Covr UnCovr UnCovr UnCovr UnCovr UnCovr Covr UnCovr Covr Covr UnCovr	Y Y Y N OSU Hoop Y Y Y Y Y Y Y Y	8 24 12 2 Rack Capacity 5 4 10 20 10 18 20	0 1 0 0 Utilization Count 10/18 5 0 0 0 Utilization Count	0 1 0 0 Utilization Count 10/19 4 4 0 0 0 Utilization Count	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 6% 0% Average	Bikes	Y Y Y	Problem	y bikes out of	paint
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383 6415 Off Campus Location ID	G G G Section	UnCovr Covr UnCovr Covred / Uncovred Covr UnCovr UnCovr UnCovr UnCovr Covr UnCovr Covr UnCovr UnCovr	Y Y Y N OSU Hoop Y Y Y Y Y Y OSU Hoop	8 24 12 2 Rack Capacity 5 4 10 20 10 18 20 Rack Capacity	0 1 0 0 Utilization Count 10/18 5 0 0 0 1 Utilization Count	0 1 0 0 Utilization Count 10/19 4 4 0 0 0 Utilization Count 10/19	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 6% 0% Average % Utilization	Bikes	Y Y Y Damaged	Problem Install Problem	y bikes out of	paint
6419 6420 6428 Sector H Location ID 6355 6356 6377 6378 6379 6383 6415 Off Campus Location ID	G G G Section H H H H H O Section	UnCovr Covr UnCovr Covred / Uncovred Covr UnCovr UnCovr UnCovr UnCovr Covr UnCovr	Y Y Y N OSU Hoop Y Y Y Y Y Y OSU Hoop N	8 24 12 2 Rack Capacity 5 4 10 20 10 18 20 Rack Capacity	0 1 0 0 Utilization Count 10/18 5 0 0 0 1 Utilization Count 10/18 5	0 1 0 0 Utilization Count 10/19 4 4 0 0 0 Utilization Count 10/19 0	0% 4% 0% 0% 0% Average % Utilization 90% 113% 0% 0% 6% 0% Average % Utilization 0%	Bikes	Y Y Y Damaged	Problem Install Problem	y bikes out of	condition

E37A Off Campus Cour N 14 0 3 119/		0%	0	0	16	Υ	UnCovr	Off Campus	6304
32/4 Off Campus Covi N 14 0 5 11/6		11%	3	0	14	N	Covr	Off Campus	5274