



OSU BICYCLE PARKING UTILIZATION STUDY 2021

CAPITAL PLANNING AND DEVELOPMENT

APRIL 5, 2022

Executive Summary

- Oregon State University conducts the Bicycle Parking Utilization Study every two years.
- In 2021, the campus wide bike parking capacity was 9,105 spaces; this was an increase of 136 spaces or one point five (1.5) percent over the 2019 capacity.
- Between the hours of 10 am and 12 pm, campus wide bicycle parking utilization was eighteen (18) percent.
- On the days of the 2021 survey, Bike Parking Utilization was fifteen (15) percent lower than it was in 2019.
- Highest utilization rates exist at the residence halls.
- Eight (8) locations had utilization rates of 75 percent or greater.
- Campus Sectors D had the highest overall utilization rates, at 27 percent, while Sector H had the lowest utilization at three (3) percent. Sectors D and G are adjacent to the Central Area of campus, while Sector H is primarily athletic venues and a conference center and therefore experiences highest utilization during events.
- Ten (10) locations recorded abandoned bicycles.
- Seven (7) locations recorded installation problems affecting capacity.
- Thirty-seven (37) locations recorded some degree of damage to the rack.
- Fifty-two (52) locations recorded poor paint condition.

OSU Bicycle Parking Utilization Study

Overview

In the fall of 2021, Oregon State University (OSU) conducted a comprehensive bicycle parking survey. The survey recorded bicycle rack utilization and condition on Tuesday and Wednesday, October 26th and 27th. The weather conditions on the days of the survey were good for biking. Both days had similar weather, with temperatures in the mid 50's with partial cloud cover and minimal precipitation.

The survey measured total capacity for on-campus bike parking at 9,015 bike parking spaces. Of these spaces 3,409 (38 percent) are covered and 5,668 (62 percent) spaces are uncovered. These values reflect a 1.5 percent increase in overall capacity and a three (3) percent increase in covered spaces over the previous survey conducted in 2019. The 2021 survey measured an average, campus wide bicycle parking utilization rate of eighteen (18) percent. This utilization rate is fifteen (15) percent lower than the utilization rate recorded in the fall 2019 survey. Areas where utilization exceeded capacity generally included residence halls and the more densely developed northeast portion of campus. This is consistent with utilization patterns observed in previous years.

Methodology

University Land Use Planning staff conducted the bike parking capacity count in September of 2021. Planning staff walked through campus verifying the bike parking locations and recorded in ArcGIS existing, new, and removed bike racks. Staff used maps containing the most recent campus ArcGIS data for reference in the field. Staff also counted the functional bike parking spaces in each rack, recorded the hoop type and its status as covered or uncovered, and documented rack condition (damage and paint).

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 was conducted between 10 a.m. and 12 p.m. on Tuesday, October 26 and Wednesday, October 27th. Two mid-week days are used to produce an average utilization figure based on data collected on both a student lecture and a lab day. 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.

To conduct the survey, 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. Using ArcGIS it is possible to see the locations on campus that have damaged racks, rack installation problems, and abandoned bicycles. ArcGIS also makes it possible 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 382 locations on campus, the 2021 survey found ten (10) locations with abandoned bicycles. The survey found seven (7) locations where rack installation problems affected capacity. The survey also identified thirty-six (36) locations with some degree of damage, three (3) locations with bikes out of racks, and fifty-two (52) 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 has increased bike parking capacity every year since the survey began, installing on average more than 300 new bike parking spaces each year. As of 2021, there were 9,105 bike parking spaces available on campus. This represents a 46 percent increase in total bike parking capacity over the 2008 capacity (**Table 1: Bike Parking Capacity 2008-2019**). OSU added 136 bike parking spaces to

Table 1: Bike Parking Capacity 2008-2019

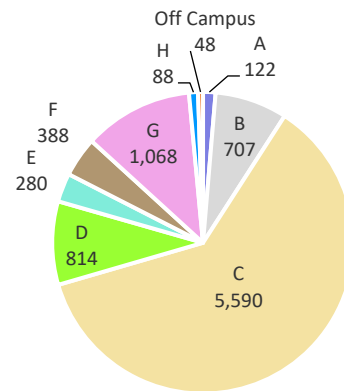
Survey Year	Campus Wide Capacity
2008	6,145
2010	6,842
2012	7,491
2014	8,181
2015	8,855
2017	8,942
2019	8,969
2021	9,105

capacity between 2019 and 2021, representing a 1.5 percent increase in total capacity. Fifty-six (56) new covered bike parking spaces were added at the Western Building and Western Shops Building. Substantial new bike parking was also provided with the construction of new Peavy Hall and the expansion of Magruder Hall.

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. Due to the large difference in intensity of development, use, and size between campus sectors, the sector bike parking capacity varies greatly across sectors. Sector C represents the campus core and has the largest number of bike parking spaces (5,590 or 61 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. 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**.

Figure 1: Campus Sector Bike Parking Capacity

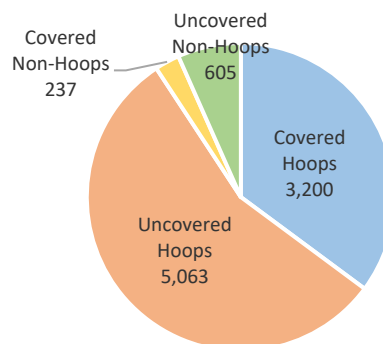


Bike Parking Type Groups

On the OSU 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 standard 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 5,063 spaces or 55 percent of total capacity. Covered hoops provide the second largest share of bike parking with 3,200 spaces or a 35 percent share of the total. Uncovered non-hoops provide only 605 parking spaces or seven (7) percent of the total. Covered non-hoops are the smallest share, with 237 spaces or three (3) percent of total bike parking capacity.

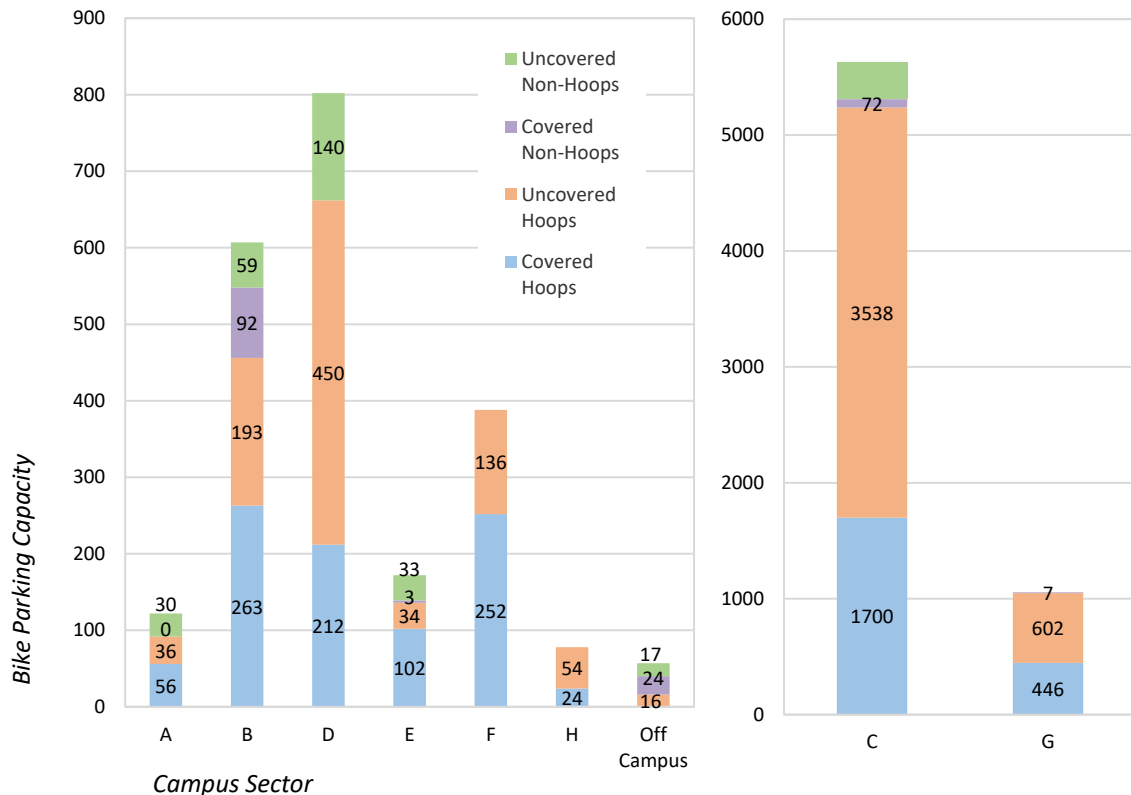
Figure 2: Campus Wide Bike Parking Capacity



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

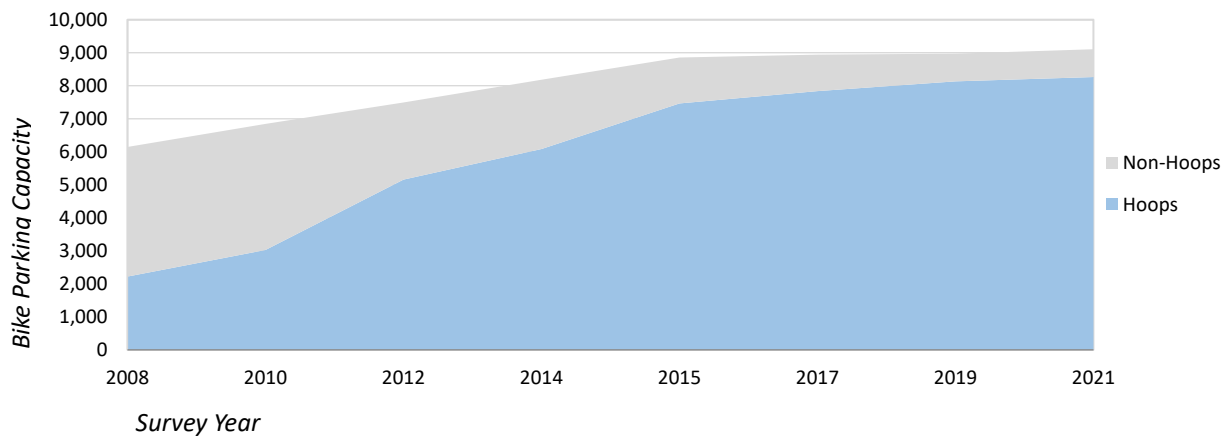
The 2021 capacity survey determined that 91 percent of campus bike parking spaces (8,235 spaces) are OSU standard hoops (**Table 2**). In 2008, only 36 percent of OSU's bike parking spaces (2,219 spaces) were standard hoops. The 2021 capacity count illustrates there has been a 271 percent increase in hoop spaces in the past twelve years (**Figure 4**). Between 2019 and 2021, OSU added 111 hoop spaces, or increased hoop spaces capacity by (1) percent (**Table 2**).

OSU installs new hoops 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 2008-2019

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%

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



Campus Wide Covered Space Capacity

Covered bike parking is parking underneath a bike shelter, within an enclosed area such as a porch, or substantially protected by building eaves. 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 \$2,300 per space. Uncovered parking costs approximately \$100 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.

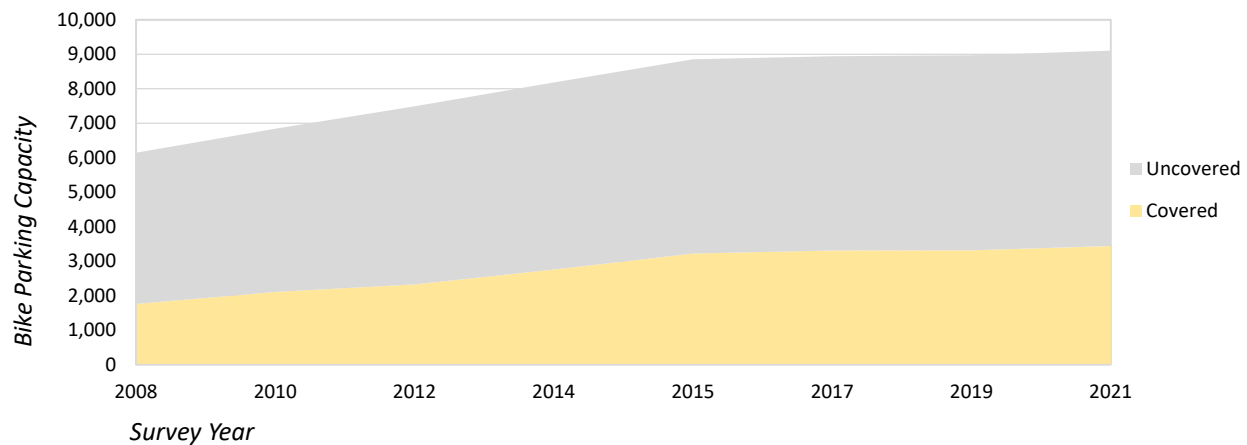
In 2008, only 29 percent of the total bike parking capacity (1,759 spaces) was covered (**Table 3**). Between 2008 and 2021, OSU increased the number of covered bike parking spaces on campus by 1,650 spaces, or 95 percent. As of 2021, 38 percent of the total bike parking capacity was covered (3,409 bike parking spaces) (**Table 3**). Between 2019 and 2021, covered bike parking capacity increased by 96 spaces, or three

(3) percent more covered bike parking spaces than in 2019. **Appendix E: Cover Type Map** identifies the covered status of bike racks on campus.

Table 3: Covered Bike Parking Spaces 2008-2019

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%

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 26 and Wednesday, October 27. The weather conditions on the days of the survey were good for biking. Both days had similar weather, with temperatures in the mid 50's with partial cloud cover, and minimal precipitation.

Campus Wide Utilization

The 2021 utilization survey found the average campus wide bike parking utilization was 18 percent. This utilization rate is 15 percent lower than the utilization rate observed in 2019, and the 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**. As in previous years, numerous locations had utilization rates in excess of 100 percent, though fewer locations had the excessively high utilization rates than were observed in previous years. Eight (8) locations had utilization rates of 75 percent or greater. In 2019 there were 26 locations with excessive utilization. Details on the 2021 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. The utilization survey measured the highest

rates of utilization near Poling and Cauthorn Hall. Campus wide bike Parking Utilization by site is mapped in **Appendix G: Bike Parking Utilization Map**.

Table 5: OSU Bike Parking Utilization 2008-2021

<i>Survey Year</i>	<i>Campus Wide Capacity</i>	<i>Utilized Spaces</i>	<i>Percent Utilization</i>
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%

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 type of bike parking facility receives a disproportionate intensity of use. The 2021 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 37.7 percent of campus wide bike parking capacity and it accounts for 53.5 percent of campus wide utilization. Sector covered bike parking capacity share varies from 26 percent to 76 percent of bike parking capacity, per campus sector. Similarly the share of utilization of covered bike

Figure 6: Covered Bike Parking Capacity Share Compared with Utilization Share

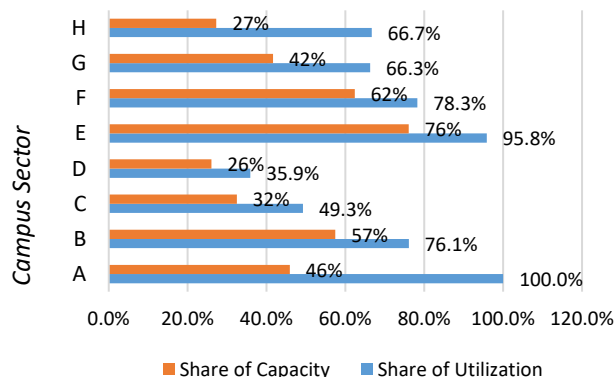
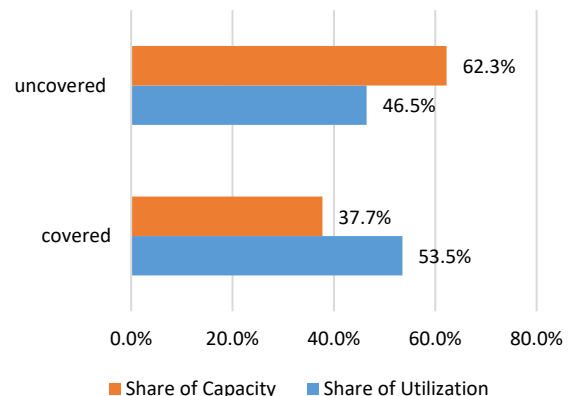


Figure 7: Bike Parking Capacity Share Compared with Utilization Share

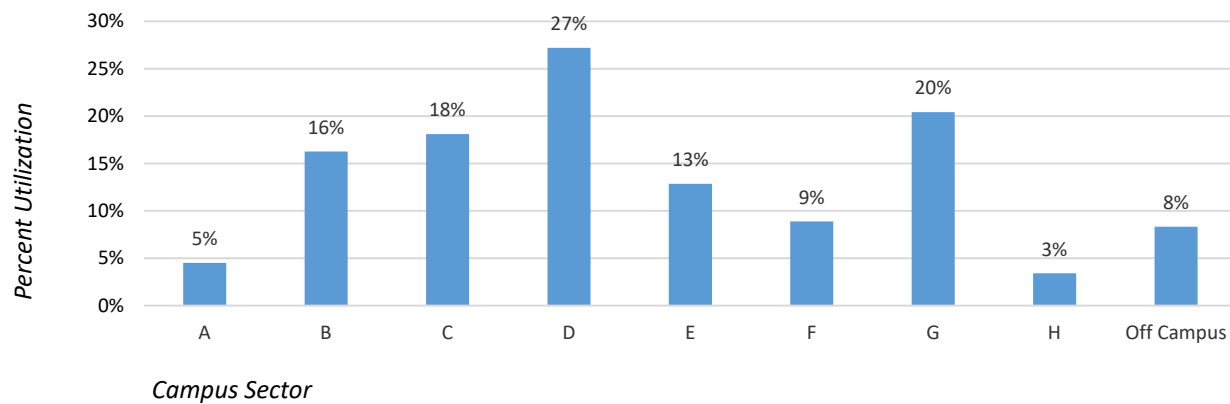


parking varies from 35% to 100% of covered bike parking, per campus sector. In all campus sectors the share of utilization exceeded the share of capacity for covered bike parking, indicating a disproportionate intensity of use for the covered bike parking.

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, outside of the regular academic schedule. To accurately evaluate the utilization of bike parking at these locations, surveys would need to be conducted during special events. Complete Site and Sector capacity and utilization data are provided in **Appendix H: Detailed Survey Report**.

Figure 8: 2021 Sector Percent Utilization



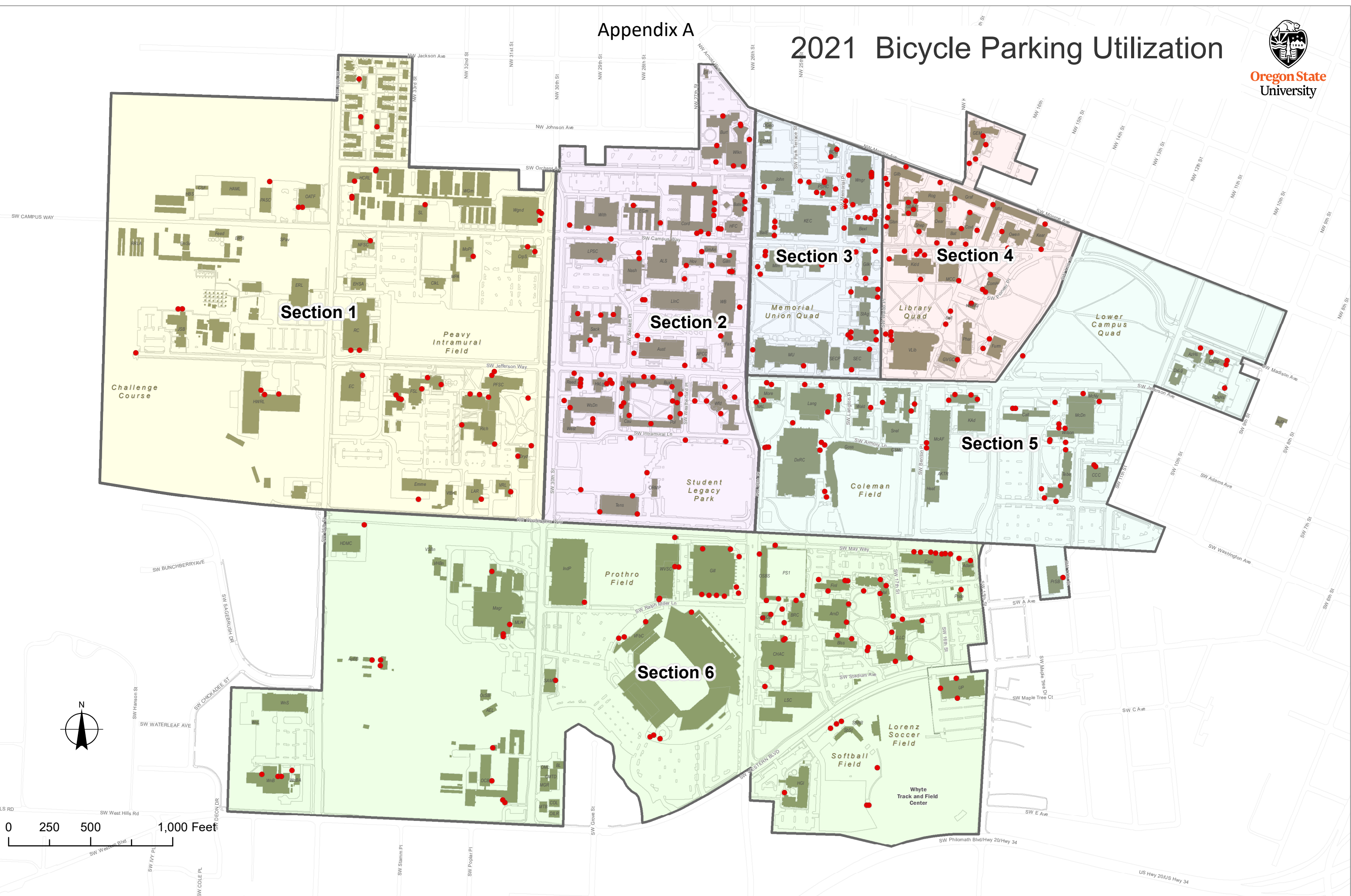
Additional Information/Contacts.

For additional information, please contact:

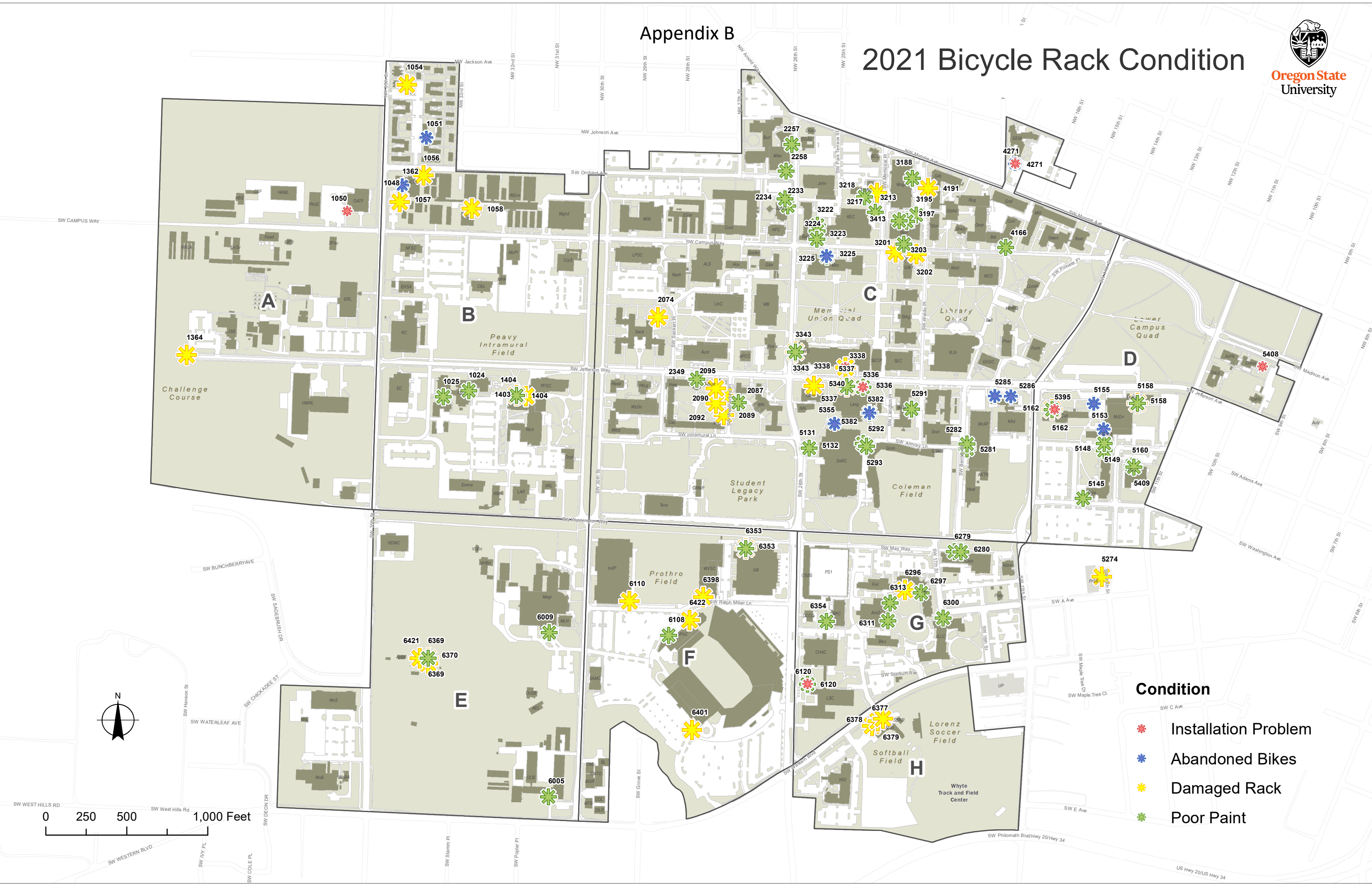
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Appendices

- 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



2021 Bicycle Rack Condition



Abandoned Bikes	
Location ID	Abandoned Bikes
1051	y
1362	y
3225	y
4271	y
5153	y
5155	y
5285	y
5286	y
5355	y
5382	y

Damaged / Unanchored Racks	
Location ID	Damaged/Unanchored
1048	y
1054	y
1056	y
1057	y
1058	y
1364	y
1403	y
1404	y
2074	y
2089	y
2090	y
2092	y
2095	y
3202	y
3203	y
3217	y
3338	y
3343	y
4191	y
5158	y
5162	y
5274	y
5337	y
5340	y
6110	y
6296	y
6353	y
6369	y
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6377	y
6378	y
6379	y
6398	y
6401	y
6421	y
6422	y
6425	y

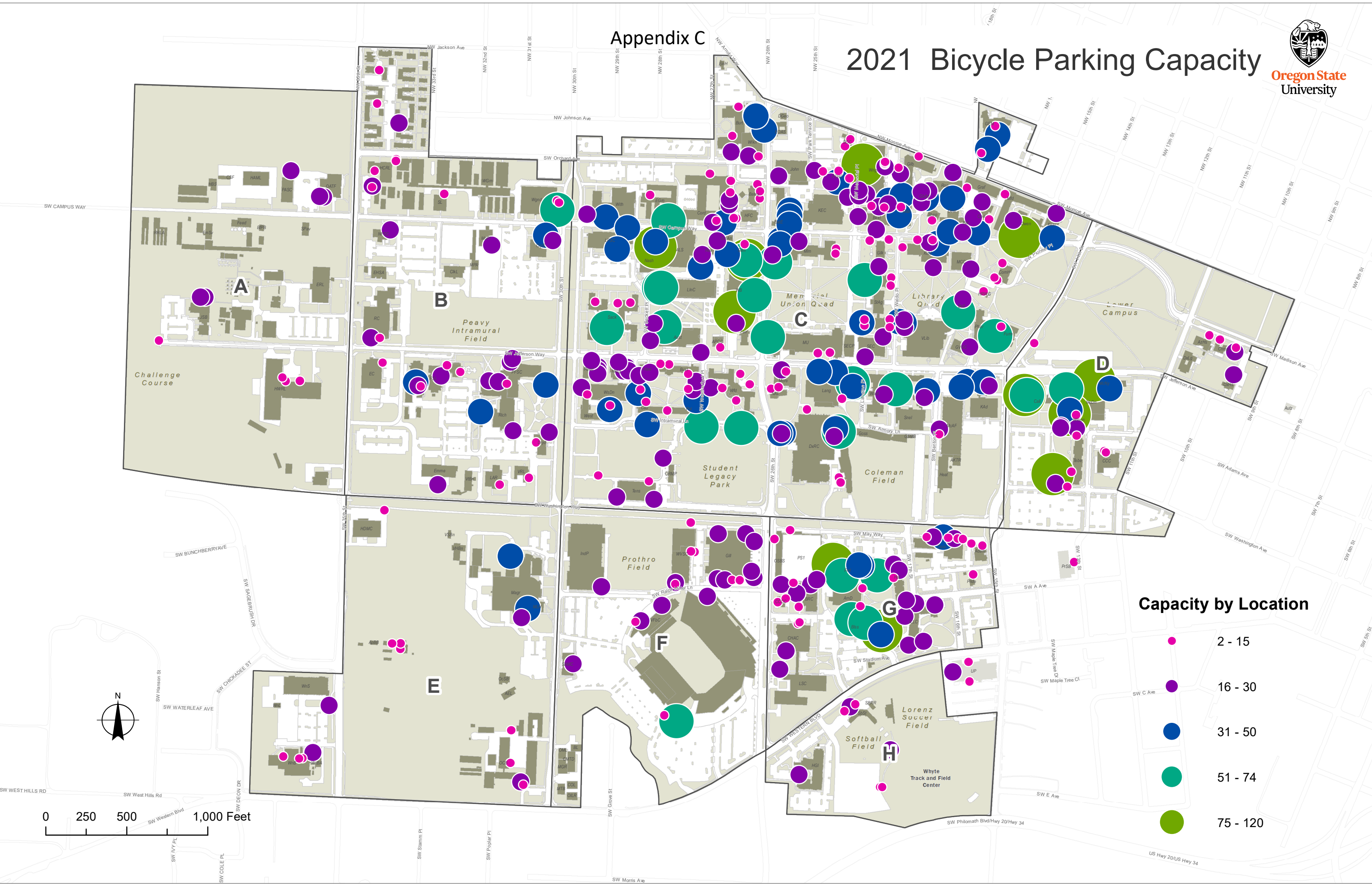
Rack Installation Problems	
Location ID	Install Problem
1050	y
3338	y
4271	y
5336	y
5395	y
5408	y
6120	y

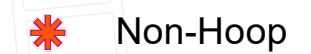
Bikes out of Racks	
Location ID	Bikes out of Racks
2253	y
3386	y
5154	y

Paint Issues	
Location ID	Paint Condition
1024	poor
1025	poor
1404	poor
2087	poor
2233	poor
2234	poor
2257	poor
2258	poor
2349	poor
3188	poor
3195	poor
3197	poor
3201	poor
3213	poor
3218	poor
3222	poor
3223	poor
3224	poor
3225	poor
3343	poor
3413	poor
4166	poor
5131	poor
5132	poor
5145	poor
5148	poor
5149	poor
5158	poor
5160	poor
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5282	poor
5291	poor
5292	poor
5293	poor
5336	poor
5337	poor
5382	poor

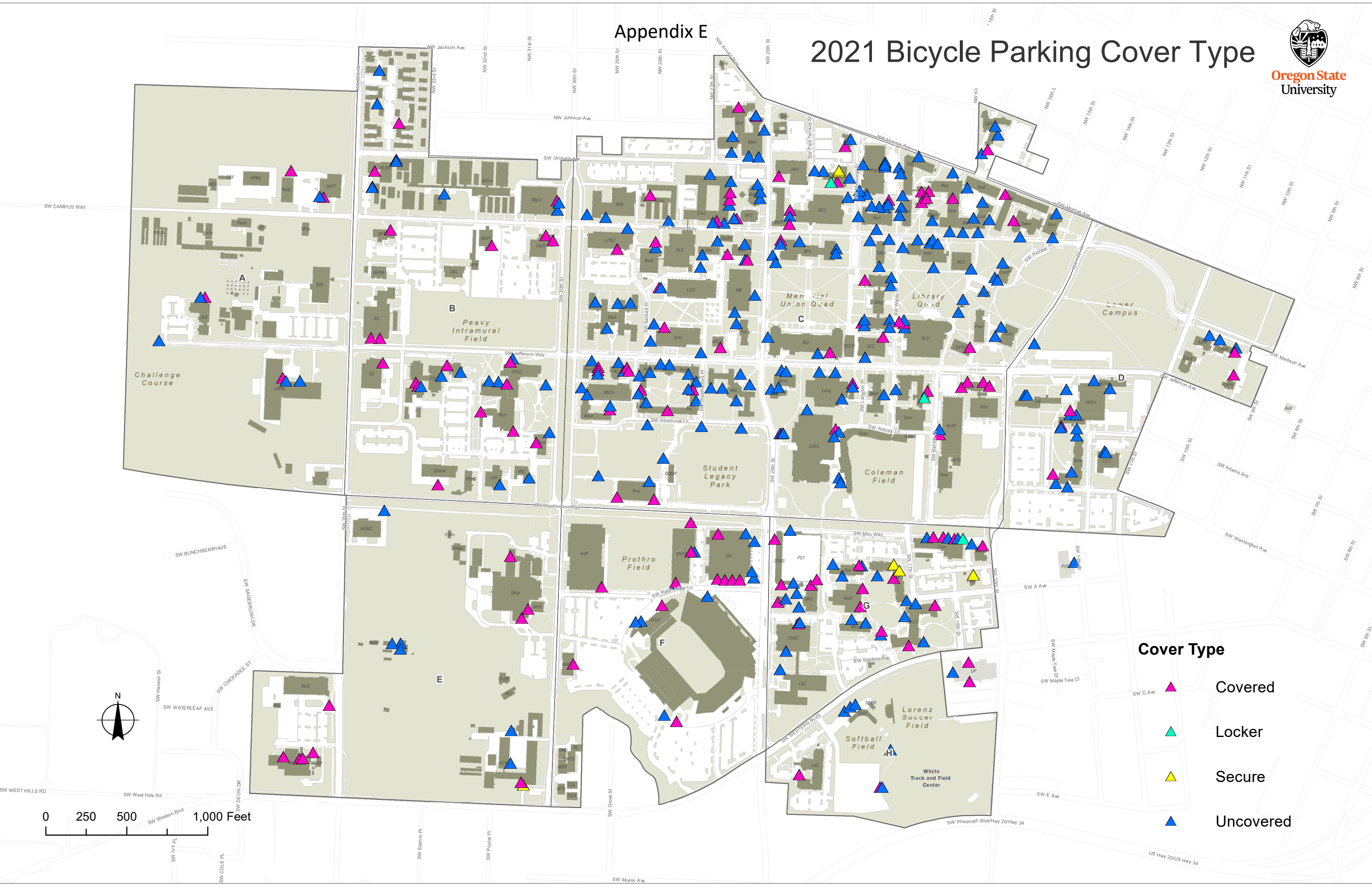
Paint Issues (continued)	
Location ID	Paint Condition
5409	poor
6005	poor
6009	poor
6108	poor
6120	poor
6279	poor
6280	poor
6297	poor
6300	poor
6311	poor
6313	poor
6353	poor
6354	poor
6369	poor

2021 Bicycle Parking Capacity









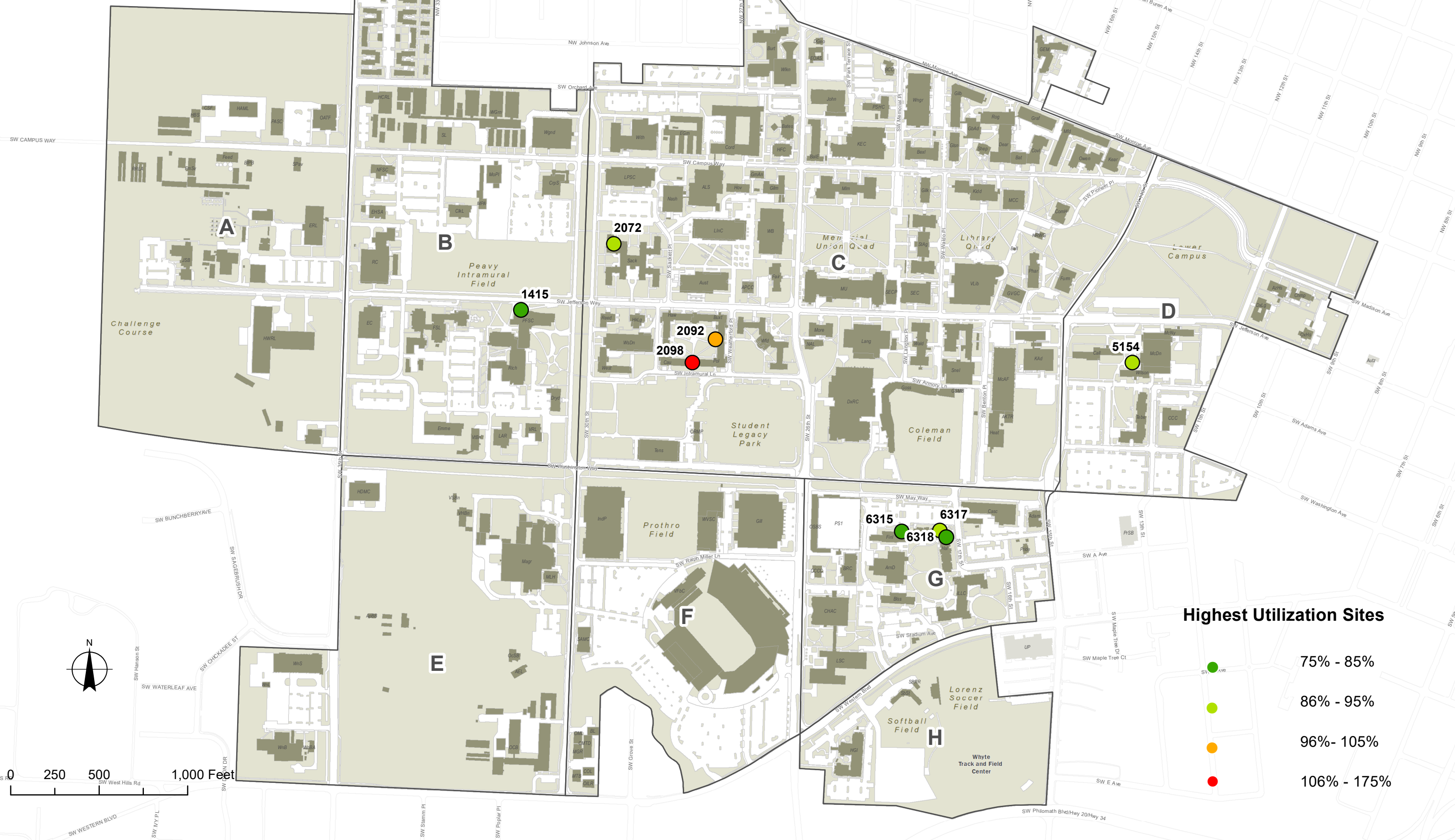
2021 Bicycle Parking Cover Type



Cover Type

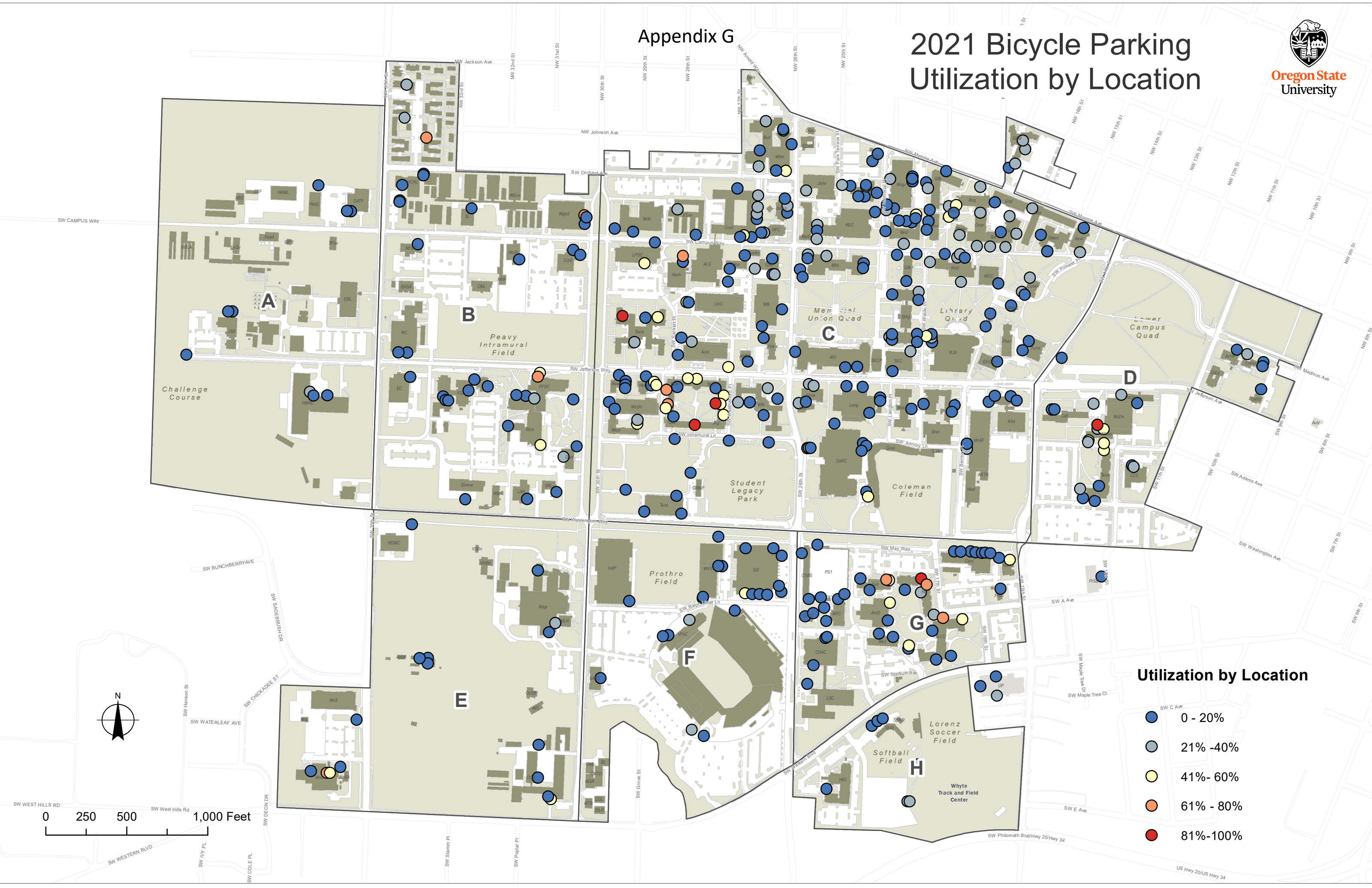
-  Covered
-  Locker
-  Secure
-  Uncovered

2021 Bicycle Parking Highest Utilization Sites



Sites with Utilization of 75% or Greater					
Location ID	Type	OSU Hoop	CMP Sector	Capacity	Percent Utilization
2098	Covr	N	C	14	100%
2092	UnCovr	Y	C	15	93%
2072	UnCovr	N	C	7	86%
5154	Covr	Y	D	40	84%
6317	Covr	Y	G	22	82%
6315	Covr	Y	G	35	80%
1415	Covr	Y	B	26	75%
6318	Covr	Y	G	20	75%

2021 Bicycle Parking Utilization by Location



Utilization by Location

- 0 - 20%
- 21% - 40%
- 41% - 60%
- 61% - 80%
- 81% - 100%

Appendix H

Capacity									
Section	Total Capacity	Covered	Uncovered	Hoops	Non-Hoops	Covered Hoops	Uncovered Hoops	Covered Non-Hoops	Uncovered Non-Hoops
Campus Wide	9,105	3,437	5,668	8,263	842	3,200	5,063	237	605
A	122	56	66	92	30	56	36	0	30
B	707	406	301	565	142	316	249	90	52
C	5,590	1,815	3,775	5,225	365	1,710	3,515	105	260
D	814	212	602	662	152	212	450	0	152
E	280	213	67	228	52	204	24	9	43
F	388	242	146	388	0	242	146	0	0
G	1,068	445	623	999	69	436	563	9	60
H	88	24	64	88	0	24	64	0	0
Off Campus	48	24	24	16	32	0	16	24	8

Utilization									
Sections	Total Utilization	Covered	Uncovered	Hoops	Non-Hoops	Covered Hoops	Uncovered Hoops	Covered Non-Hoops	Uncovered Non-Hoops
Campus Wide	1650	883	767	1558	92	838	720	46	47
A	5.5	5.5	0.0	5.5	0.0	5.5	0.0	0.0	0.0
B	115.0	87.5	27.5	90.5	24.5	67.0	23.5	20.5	4.0
C	1012.0	498.5	513.5	958.0	54.0	479.5	478.5	19.0	35.0
D	221.5	79.5	142.0	219.0	2.5	79.5	139.5	0.0	2.5
E	36.0	34.5	1.5	32.5	3.5	32.5	0.0	2.0	1.5
F	34.5	27.0	7.5	34.5	0.0	27.0	7.5	0.0	0.0
G	218.0	144.5	73.5	214.5	3.5	144.5	70.0	0.0	3.5
H	3.0	2.0	1.0	3.0	0.0	2.0	1.0	0.0	0.0
Off Campus	4.0	4.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0

Sector A												
Location ID	Sector	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
1044	A	Covr	Y	4	1	2	38%	0	0	0	n	
1045	A	UnCovr	N	11	0	0	0%	0	0	0	n	
1046	A	Covr	Y	20	3	3	15%	0	0	0	n	
1049	A	Covr	Y	16	0	0	0%	0	0	0	n	
1050	A	UnCovr	Y	16	0	0	0%	0	0	y	n	
1363	A	UnCovr	Y	20	0	0	0%	0	0	0	n	
1364	A	UnCovr	N	14	0	0	0%	0	y	0	n	
1409	A	Covr	Y	16	1	1	6%	0	0	0	n	
1412	A	UnCovr	N	5	0	0	0%	0	0	0	n	

Sector B												
Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
1011	B	UnCovr	N	6	0	0	0%	0	0	0	0	0
1012	B	Covr	Y	10	3	2	25%	0	0	0	0	0
1013	B	UnCovr	Y	20	1	0	3%	0	0	0	0	0
1015	B	Covr	Y	20	11	6	43%	0	0	0	0	0
1016	B	Covr	Y	40	6	5	14%	0	0	0	0	0
1023	B	UnCovr	N	7	0	0	0%	0	0	0	0	0
1024	B	UnCovr	Y	21	0	0	0%	0	0	0	0	0
1025	B	Covr	Y	34	4	3	10%	0	0	0	0	0
1026	B	Covr	N	28	0	0	0%	0	0	0	0	0
1027	B	UnCovr	N	14	0	0	0%	0	0	0	0	0
1028	B	Covr	Y	6	1	1	17%	0	0	0	0	0
1029	B	Covr	N	7	0	2	14%	0	0	0	0	0
1030	B	Covr	N	21	3	0	7%	0	0	0	0	poor
1031	B	Covr	Y	14	0	0	0%	0	0	0	0	poor
1047	B	Covr	Y	20	0	2	5%	0	0	0	0	0
1048	B	Covr	Y	16	3	2	16%	0	y	0	0	0
1051	B	Covr	N	26	17	17	65%	y	0	0	0	0
1052	B	UnCovr	N	13	3	3	23%	0	0	0	0	0
1054	B	UnCovr	Y	10	3	2	25%	0	y	0	0	0
1055	B	UnCovr	Y	11	1	0	5%	0	0	0	0	0
1056	B	UnCovr	Y	8	0	0	0%	0	y	0	0	0
1057	B	UnCovr	Y	5	0	0	0%	0	y	0	0	0
1058	B	UnCovr	N	7	1	1	14%	0	y	0	0	0
1059	B	Covr	Y	14	10	10	71%	0	0	0	0	0
1060	B	UnCovr	Y	60	8	4	10%	0	0	0	0	0
1061	B	UnCovr	Y	6	1	1	17%	0	0	0	0	0
1062	B	Covr	Y	40	8	6	18%	0	0	0	0	0

1063	B	Covr	Y	24	4	3	15%	0	0	0	0	0
1070	B	Covr	Y	24	0	0	0%	0	0	0	0	0
1362	B	Covr	N	8	1	1	13%	y	0	0	0	0
1403	B	UnCovr	Y	20	0	0	0%	0	y	0	0	0
1404	B	UnCovr	Y	30	0	0	0%	0	y	0	0	0
1411	B	UnCovr	N	5	0	0	0%	0	0	0	0	0
1413	B	Covr	Y	20	0	0	0%	0	0	0	0	0
1414	B	UnCovr	Y	20	8	10	45%	0	0	0	0	0
1415	B	Covr	Y	26	20	19	75%	0	0	0	0	0
1416	B	UnCovr	Y	38	4	4	11%	0	0	0	0	0
1417	B	Covr	Y	8	3	2	31%	0	0	0	0	poor

Sector C												
Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
1414	B	UnCovr	Y	20	8	10	45%	0	0	0	0	0
1415	B	Covr	Y	26	20	19	75%	0	0	0	0	0
1416	B	UnCovr	Y	38	4	4	11%	0	0	0	0	0
1417	B	Covr	Y	8	3	2	31%	0	0	0	0	0
2032	C	UnCovr	Y	16	0	1	3%	0	0	0	0	0
2033	C	Covr	Y	20	2	2	10%	0	0	0	0	0
2034	C	Covr	Y	20	1	2	8%	0	0	0	0	0
2035	C	UnCovr	Y	20	0	1	3%	0	0	0	0	0
2036	C	UnCovr	Y	16	1	1	6%	0	0	0	0	0
2037	C	UnCovr	Y	24	0	1	2%	0	0	0	0	0
2038	C	Covr	Y	20	9	10	48%	0	0	0	0	0
2039	C	Covr	Y	20	9	9	45%	0	0	0	0	0
2040	C	UnCovr	Y	16	10	10	63%	0	0	0	0	0
2041	C	Covr	Y	10	8	6	70%	0	0	0	0	0
2042	C	UnCovr	Y	50	27	30	57%	0	0	0	0	0
2064	C	UnCovr	Y	18	1	0	3%	0	0	0	0	0
2065	C	UnCovr	Y	50	7	5	12%	0	0	0	0	0
2066	C	UnCovr	Y	34	4	8	18%	0	0	0	0	0
2067	C	UnCovr	Y	84	5	10	9%	0	0	0	0	0
2068	C	Covr	Y	48	32	28	63%	0	0	0	0	0
2069	C	Covr	Y	34	10	19	43%	0	0	0	0	0
2072	C	UnCovr	N	7	6	6	86%	0	0	0	0	0
2073	C	UnCovr	N	14	1	1	7%	0	0	0	0	0
2074	C	UnCovr	N	7	4	3	50%	0	0	0	0	0
2075	C	UnCovr	N	53	14	15	27%	0	y	0	0	0
2076	C	UnCovr	Y	20	1	3	10%	0	0	0	0	0
2077	C	UnCovr	Y	20	1	2	8%	0	0	0	0	0
2078	C	Covr	Y	68	20	27	35%	0	0	0	0	0
2079	C	UnCovr	Y	20	14	10	60%	0	0	0	0	0
2080	C	Covr	Y	6	0	0	0%	0	0	0	0	0
2081	C	UnCovr	Y	88	4	5	5%	0	0	0	0	poor
2084	C	UnCovr	Y	10	3	4	35%	0	0	0	0	0
2085	C	UnCovr	Y	10	2	1	15%	0	0	0	0	0
2086	C	UnCovr	Y	10	1	1	10%	0	0	0	0	0
2087	C	UnCovr	Y	30	7	6	22%	0	0	0	0	0
2088	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0
2089	C	UnCovr	Y	48	27	27	56%	0	0	0	0	0
2090	C	UnCovr	Y	19	7	9	42%	0	y	0	0	0
2091	C	Covr	Y	24	14	14	58%	0	y	0	0	0
2092	C	UnCovr	Y	15	14	14	93%	0	0	0	0	0
2095	C	UnCovr	Y	11	1	2	14%	0	y	0	0	0
2096	C	UnCovr	Y	16	0	0	0%	0	y	0	0	0
2097	C	UnCovr	N	14	2	2	14%	0	0	0	0	0
2098	C	Covr	N	14	14	14	100%	0	0	0	0	0
2127	C	Covr	Y	32	18	18	56%	0	0	0	0	0
2128	C	UnCovr	Y	8	1	4	31%	0	0	0	0	0
2129	C	UnCovr	Y	56	1	1	2%	0	0	0	0	0
2130	C	UnCovr	Y	60	0	0	0%	0	0	0	0	0
2136	C	Covr	Y	20	0	0	0%	0	0	0	0	0
2137	C	Covr	Y	20	1	2	8%	0	0	0	0	0
2138	C	UnCovr	Y	6	0	0	0%	0	0	0	0	0
2139	C	UnCovr	Y	32	1	1	3%	0	0	0	0	0
2140	C	UnCovr	Y	20	0	0	0%	0	0	0	0	0
2141	C	UnCovr	Y	10	0	0	0%	0	0	0	0	poor
2142	C	UnCovr	Y	24	0	0	0%	0	0	0	0	poor
2143	C	UnCovr	Y	65	5	1	5%	0	0	0	0	0
2232	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0
2233	C	UnCovr	N	2	1	0	25%	0	0	0	0	0
2234	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0

2236	C	Covr	Y	8	1	3	25%	0	0	0	0	0
2237	C	UnCovr	Y	8	0	0	0%	0	0	0	0	0
2238	C	UnCovr	Y	36	7	5	17%	0	0	0	0	0
2239	C	Covr	Y	6	4	1	42%	0	0	0	0	0
2240	C	UnCovr	Y	20	4	3	18%	0	0	0	0	0
2241	C	UnCovr	Y	20	1	2	8%	0	0	0	0	0
2242	C	Covr	Y	48	13	17	31%	0	0	0	0	0
2243	C	UnCovr	Y	20	0	0	0%	0	0	0	0	0
2244	C	UnCovr	Y	30	2	2	7%	0	0	0	0	0
2247	C	Covr	Y	18	6	5	31%	0	0	0	y	0
2249	C	Covr	Y	14	4	5	32%	0	0	0	0	0
2250	C	UnCovr	Y	12	3	3	25%	0	0	0	0	0
2251	C	UnCovr	Y	70	0	9	6%	0	0	0	0	0
2253	C	Covr	N	12	5	2	29%	0	0	0	0	poor
2254	C	UnCovr	Y	10	0	0	0%	0	0	0	0	poor
2255	C	Covr	Y	32	9	8	27%	0	0	0	0	0
2256	C	UnCovr	Y	40	0	0	0%	0	0	0	0	0
2257	C	UnCovr	Y	46	10	4	15%	0	0	0	0	0
2258	C	UnCovr	Y	14	8	5	46%	0	0	0	0	0
2259	C	UnCovr	Y	18	3	1	11%	0	0	0	0	poor
2260	C	UnCovr	Y	26	5	8	25%	0	0	0	0	0
2264	C	UnCovr	N	14	0	0	0%	0	0	0	0	0
2265	C	Covr	Y	12	3	2	21%	0	0	0	0	0
2349	C	UnCovr	Y	6	3	4	58%	0	0	0	0	0
2350	C	UnCovr	Y	16	3	1	13%	0	0	0	0	0
2351	C	UnCovr	N	12	1	0	4%	0	0	0	0	0
2359	C	UnCovr	Y	4	0	0	0%	0	0	0	0	0
2390	C	Covr	Y	60	26	29	46%	0	0	0	0	0
2391	C	UnCovr	Y	60	0	23	19%	0	0	0	0	0
2392	C	UnCovr	Y	40	6	10	20%	0	0	0	0	0
2393	C	UnCovr	Y	60	0	2	2%	0	0	0	0	0
2394	C	Covr	Y	120	22	39	25%	0	0	0	0	0
2414	C	UnCovr	N	4	2	2	50%	0	0	0	0	poor
3185	C	UnCovr	Y	30	2	7	15%	0	0	0	0	0
3187	C	UnCovr	Y	16	0	0	0%	0	0	0	0	poor
3188	C	UnCovr	Y	10	1	2	15%	0	0	0	0	0
3189	C	UnCovr	N	7	0	0	0%	0	0	0	0	poor
3195	C	Covr	Y	48	19	22	43%	0	0	0	0	0
3196	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0
3197	C	UnCovr	Y	20	0	0	0%	0	0	0	0	poor
3199	C	UnCovr	Y	18	3	8	31%	0	0	0	0	0
3200	C	UnCovr	Y	30	4	5	15%	0	0	0	0	0
3201	C	UnCovr	Y	29	2	11	22%	0	0	0	0	0
3202	C	UnCovr	N	13	1	0	4%	0	0	0	0	0
3203	C	UnCovr	N	11	0	1	5%	0	y	0	0	0
3210	C	UnCovr	Y	26	2	3	10%	0	y	0	0	poor
3211	C	UnCovr	N	7	0	0	0%	0	0	0	0	0
3212	C	UnCovr	N	7	0	0	0%	0	0	0	0	0
3213	C	UnCovr	Y	24	4	2	13%	0	0	0	0	0
3214	C	UnCovr	N	16	0	5	16%	0	0	0	0	0
3215	C	UnCovr	Y	80	16	18	21%	0	0	0	0	poor
3216	C	Covr	Y	6	0	1	8%	0	0	0	0	0
3217	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0
3218	C	Covr	Y	48	1	1	2%	0	y	0	0	0
3219	C	UnCovr	Y	10	0	0	0%	0	0	0	0	poor
3220	C	Covr	Y	10	6	5	55%	0	0	0	0	poor
3221	C	Covr	N	8	0	0	0%	0	0	0	0	poor
3222	C	Covr	Y	40	13	13	33%	0	0	0	0	poor
3223	C	UnCovr	Y	40	0	3	4%	0	0	0	0	0
3224	C	Covr	Y	40	12	14	33%	0	0	0	0	0
3225	C	UnCovr	Y	24	7	7	29%	0	0	0	0	0
3226	C	Covr	Y	48	17	21	40%	y	0	0	0	0
3227	C	UnCovr	Y	38	1	0	1%	0	0	0	0	0
3228	C	UnCovr	Y	20	0	0	0%	0	0	0	0	0
3267	C	UnCovr	Y	60	3	2	4%	0	0	0	0	0
3267	C	Covr	N	28	0	0	0%	0	0	0	0	0
3331	C	Covr	Y	20	7	6	0%	0	0	0	0	0
3332	C	Covr	Y	50	24	13	37%	0	0	0	0	poor
3333	C	UnCovr	Y	26	1	0	2%	0	0	0	0	0
3338	C	UnCovr	Y	15	0	1	3%	0	0	0	0	0
3343	C	UnCovr	Y	54	6	7	12%	0	y	y	0	0
3352	C	UnCovr	Y	4	0	0	0%	0	y	0	0	0
3358	C	UnCovr	Y	20	0	1	3%	0	0	0	0	0

3374	C	UnCovr	N	13	0	0	0%	0	0	0	0	0
3375	C	UnCovr	Y	14	0	1	4%	0	0	0	y	0
3376	C	UnCovr	Y	14	0	0	0%	0	0	0	0	0
3385	C	UnCovr	Y	10	3	3	30%	0	0	0	0	0
3386	C	UnCovr	Y	8	1	1	13%	0	0	0	0	0
3387	C	UnCovr	Y	10	0	1	5%	0	0	0	0	0
3388	C	UnCovr	Y	8	0	2	13%	0	0	0	0	0
3389	C	Covr	Y	52	4	2	6%	0	0	0	0	poor
3401	C	Covr	Y	30	10	14	40%	0	0	0	0	0
3402	C	UnCovr	Y	20	4	7	28%	0	0	0	0	0
3413	C	UnCovr	Y	6	0	0	0%	0	0	0	0	0
4163	C	UnCovr	Y	50	11	10	21%	0	0	0	0	poor
4164	C	UnCovr	Y	86	6	6	7%	0	0	0	0	0
4165	C	Covr	N	23	2	1	7%	0	0	0	0	0
4166	C	UnCovr	Y	40	11	13	30%	0	0	0	0	0
4167	C	UnCovr	Y	18	3	7	28%	0	0	0	0	0
4168	C	UnCovr	Y	40	12	12	30%	0	0	0	0	0
4169	C	UnCovr	Y	10	3	4	35%	0	0	0	0	0
4170	C	Covr	Y	28	14	14	50%	0	0	0	0	0
4171	C	Covr	Y	20	9	5	35%	0	0	0	0	0
4174	C	Covr	Y	34	10	9	28%	0	0	0	0	0
4175	C	UnCovr	Y	10	1	0	5%	0	0	0	0	0
4176	C	UnCovr	Y	19	0	1	3%	0	0	0	0	0
4177	C	UnCovr	Y	20	7	4	28%	0	0	0	0	0
4178	C	Covr	Y	6	1	3	33%	0	0	0	0	0
4179	C	UnCovr	Y	10	3	4	35%	0	0	0	0	0
4180	C	UnCovr	Y	14	5	3	29%	0	0	0	0	0
4181	C	UnCovr	Y	10	3	3	30%	0	0	0	0	0
4182	C	UnCovr	N	12	1	1	8%	0	0	0	0	0
4183	C	UnCovr	N	2	0	0	0%	0	0	0	0	0
4184	C	UnCovr	Y	20	3	4	18%	0	0	0	0	0
4190	C	UnCovr	N	7	0	0	0%	0	0	0	0	0
4191	C	UnCovr	Y	26	12	8	38%	0	0	0	0	0
4192	C	UnCovr	Y	42	4	3	8%	0	y	0	0	0
4193	C	UnCovr	Y	10	0	0	0%	0	0	0	0	0
4194	C	UnCovr	Y	40	4	6	13%	0	0	0	0	0
4204	C	UnCovr	Y	10	2	3	25%	0	0	0	0	0
4205	C	UnCovr	N	14	0	0	0%	0	0	0	0	0
4206	C	UnCovr	Y	21	5	8	31%	0	0	0	0	0
4207	C	UnCovr	Y	10	2	3	25%	0	0	0	0	0
4208	C	UnCovr	Y	44	2	11	15%	0	0	0	0	0
4209	C	UnCovr	Y	26	3	11	27%	0	0	0	0	0
4268	C	Covr	Y	28	17	14	55%	0	0	0	0	0
4269	C	UnCovr	Y	18	6	2	22%	0	0	0	0	0
4270	C	UnCovr	Y	12	0	0	0%	0	0	0	0	0
4271	C	Covr	Y	40	12	10	28%	0	0	0	0	0
4272	C	UnCovr	Y	44	10	9	22%	y	0	y	0	0
4273	C	UnCovr	Y	26	1	3	8%	0	0	0	0	0
4321	C	UnCovr	Y	12	0	0	0%	0	0	0	0	0
4322	C	UnCovr	Y	52	8	6	13%	0	0	0	0	0
4324	C	Covr	Y	30	0	0	0%	0	0	0	0	0
4325	C	UnCovr	Y	56	6	6	11%	0	0	0	0	0
4326	C	UnCovr	Y	30	1	0	2%	0	0	0	0	0
4327	C	UnCovr	Y	16	0	0	0%	0	0	0	0	0
4328	C	Covr	Y	48	19	12	32%	0	0	0	0	0
4329	C	UnCovr	Y	16	1	1	6%	0	0	0	0	0
4330	C	Covr	Y	48	23	21	46%	0	0	0	0	0
4346	C	UnCovr	Y	8	2	0	13%	0	0	0	0	poor
4380	C	UnCovr	Y	12	3	3	25%	0	0	0	0	poor
4412	C	Covr	Y	34	2	0	3%	0	0	0	0	0
5131	C	UnCovr	Y	38	6	4	13%	0	0	0	0	poor
5132	C	Covr	Y	28	16	12	50%	0	0	0	0	poor
5133	C	UnCovr	Y	48	1	5	6%	0	0	0	0	0
5281	C	Covr	Y	10	0	1	25%	0	0	0	0	0
5282	C	UnCovr	Y	20	33	0	0%	0	0	0	0	0
5283	C	Covr	Y	44	0	3	8%	0	0	0	0	0
5284	C	Covr	Y	32	6	0	0%	0	0	0	0	0
5285	C	Covr	Y	48	8	4	9%	0	0	0	0	0
5286	C	Covr	Y	48	2	2	4%	y	0	0	0	poor
5287	C	Covr	Y	26	1	1	4%	y	0	0	0	poor
5290	C	UnCovr	Y	54	2	4	6%	0	0	0	0	poor
5291	C	UnCovr	Y	16	2	2	13%	0	0	0	0	0
5292	C	Covr	Y	40	4	3	9%	0	0	0	0	0

5293	C	UnCovr	Y	56	1	1	2%	0	0	0	0	0
5294	C	UnCovr	Y	10	0	0	0%	0	0	0	0	poor
5334	C	Covr	Y	64	7	12	15%	0	0	0	0	poor
5335	C	UnCovr	Y	32	0	0	0%	0	0	0	0	0
5336	C	UnCovr	Y	40	2	4	8%	0	0	0	0	0
5337	C	UnCovr	Y	35	1	4	7%	0	0	y	0	0
5339	C	UnCovr	Y	20	2	7	23%	0	y	0	0	0
5340	C	UnCovr	Y	14	2	4	21%	0	0	0	0	0
5341	C	UnCovr	Y	4	1	1	25%	0	y	0	0	0
5342	C	UnCovr	Y	4	0	0	0%	0	0	0	0	poor
5355	C	UnCovr	N	14	1	0	4%	0	0	0	0	0
5381	C	UnCovr	Y	20	2	3	13%	y	0	0	0	0
5382	C	UnCovr	N	10	0	0	0%	0	0	0	0	poor
5399	C	Covr	N	20	0	0	0%	y	0	0	0	0
5410	C	UnCovr	Y	10	10	0	50%	0	0	0	0	0

Sector D

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
5145	D	UnCovr	Y	16	0	0	0%	0	0	0	0	poor
5146	D	Covr	Y	92	33	31	35%	0	0	0	0	0
5147	D	UnCovr	Y	10	0	0	0%	0	0	0	0	0
5148	D	UnCovr	Y	14	6	8	50%	0	0	0	0	poor
5149	D	UnCovr	Y	20	8	9	43%	0	0	0	0	poor
5150	D	Covr	Y	20	10	10	50%	0	0	0	0	0
5151	D	UnCovr	Y	20	7	7	35%	0	0	0	0	0
5152	D	UnCovr	Y	86	32	31	37%	0	0	0	0	0
5153	D	UnCovr	Y	8	4	4	50%	y	0	0	0	0
5154	D	Covr	Y	40	33	34	84%	0	0	0	y	0
5155	D	UnCovr	Y	68	25	26	38%	y	0	0	0	0
5156	D	UnCovr	Y	104	42	42	40%	0	0	0	0	0
5158	D	UnCovr	N	40	1	1	3%	0	y	0	0	poor
5160	D	UnCovr	Y	6	0	0	0%	0	0	0	0	poor
5161	D	UnCovr	Y	6	0	1	8%	0	0	0	0	0
5162	D	UnCovr	N	107	0	0	0%	0	y	0	0	poor
5323	D	UnCovr	Y	10	0	1	5%	0	0	0	0	0
5384	D	Covr	Y	30	4	4	13%	0	0	0	0	0
5395	D	UnCovr	Y	70	10	11	15%	0	0	y	0	0
5405	D	UnCovr	Y	6	1	1	17%	0	0	0	0	0
5406	D	UnCovr	Y	4	1	2	38%	0	0	0	0	0
5407	D	UnCovr	Y	2	0	0	0%	0	0	0	0	0
5408	D	Covr	Y	30	0	0	0%	0	0	y	0	0
5409	D	UnCovr	N	5	2	1	30%	0	0	0	0	poor

Sector E

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6004	E	Covr	Y	8	5	4	56%	0	0	0	0	0
6005	E	Covr	Y	26	1	2	6%	0	0	0	0	poor
6006	E	UnCovr	N	14	1	1	7%	0	0	0	0	0
6009	E	Covr	Y	29	4	4	14%	0	0	0	0	poor
6010	E	Covr	Y	39	15	10	32%	0	0	0	0	0
6043	E	Covr	N	3	2	2	67%	0	0	0	0	0
6348	E	UnCovr	N	6	0	0	0%	0	0	0	0	0
6368	E	UnCovr	N	13	0	1	4%	0	0	0	0	0
6369	E	UnCovr	Y	8	0	0	0%	0	y	0	0	poor
6370	E	UnCovr	N	10	0	0	0%	0	y	0	0	0
6371	E	Covr	N	6	0	0	0%	0	0	0	0	0
6372	E	Covr	Y	36	1	2	4%	0	0	0	0	0
6421	E	UnCovr	Y	6	0	0	0%	0	y	0	0	0
6425	E	UnCovr	Y	10	0	0	0%	0	y	0	0	0
6430	E	Covr	Y	10	5	6	55%	0	0	0	0	0
6431	E	Covr	Y	28	3	3	11%	0	0	0	0	0

Sector F

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6008	F	Covr	Y	20	1	0	3%	0	0	0	0	0
6100	F	Covr	Y	20	14	9	58%	0	0	0	0	0
6101	F	Covr	Y	16	3	1	13%	0	0	0	0	0
6102	F	Covr	Y	10	0	0	0%	0	0	0	0	0
6103	F	Covr	Y	10	0	1	5%	0	0	0	0	0
6104	F	UnCovr	Y	16	0	0	0%	0	0	0	0	0
6105	F	UnCovr	Y	10	0	0	0%	0	0	0	0	0

6106	F	Covr	Y	10	2	0	10%	0	0	0	0	0
6107	F	UnCovr	Y	10	0	0	0%	0	0	0	0	0
6108	F	UnCovr	Y	20	2	2	10%	0	0	0	0	poor
6109	F	UnCovr	Y	8	0	0	0%	0	0	0	0	0
6110	F	Covr	Y	20	2	1	8%	0	y	0	0	0
6400	F	Covr	Y	66	2	1	2%	0	0	0	0	0
6123	F	UnCovr	Y	20	0	0	0%	0	0	0	0	0
6423	F	Covr	Y	12	1	0	4%	0	0	0	0	0
6424	F	Covr	Y	18	0	0	0%	0	y	0	0	poor
6398	F	Covr	Y	20	2	3	0%	0	y	0	0	0
6401	F	UnCovr	Y	10	5	0	0%	0	y	0	0	0
6422	F	Covr	Y	20	5	6	0%	0	y	0	0	0
6423	F	UnCovr	Y	20	2	0	0%	0	0	0	0	0
6424	F	UnCovr	Y	16	0	3	0%	0	0	0	0	0
6429	F	UnCovr	Y	16	0	1	0%	0	0	0	0	0

Sector G

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6112	G	Covr	Y	6	0	0	0%	0	0	0	0	0
6113	G	Covr	Y	20	0	1	3%	0	0	0	0	0
6114	G	UnCovr	Y	12	0	0	0%	0	0	0	0	0
6115	G	UnCovr	Y	6	0	0	0%	0	0	0	0	0
6116	G	UnCovr	Y	16	3	2	16%	0	0	0	0	0
6117	G	Covr	Y	26	0	0	0%	0	0	0	0	0
6118	G	Covr	Y	24	4	3	15%	0	0	0	0	0
6119	G	UnCovr	Y	20	0	0	0%	0	0	0	0	0
6120	G	UnCovr	Y	26	0	1	2%	0	0	y	0	poor
6121	G	Covr	Y	13	1	3	15%	0	0	0	0	0
6122	G	UnCovr	Y	10	0	0	0%	0	0	0	0	0
6134	G	Covr	Y	8	1	0	6%	0	0	0	0	0
6135	G	UnCovr	Y	10	0	1	5%	0	0	0	0	0
6276	G	Covr	N	7	0	0	0%	0	0	0	0	0
6277	G	UnCovr	Y	10	0	0	0%	0	0	0	0	0
6278	G	Covr	Y	8	4	5	56%	0	0	0	0	0
6301	G	UnCovr	Y	10	0	0	0%	0	0	0	0	poor
6280	G	Covr	Y	18	0	0	0%	0	0	0	0	poor
6295	G	UnCovr	N	60	5	2	6%	0	0	0	0	0
6296	G	UnCovr	Y	60	1	1	2%	0	y	0	0	0
6297	G	Covr	Y	10	3	3	30%	0	0	0	0	poor
6298	G	UnCovr	Y	18	1	1	6%	0	0	0	0	0
6299	G	UnCovr	Y	16	6	5	34%	0	0	0	0	0
6300	G	UnCovr	Y	28	17	17	61%	0	0	0	0	poor
6301	G	Covr	Y	16	10	8	56%	0	0	0	0	0
6302	G	UnCovr	Y	16	0	0	0%	0	0	0	0	0
6306	G	Covr	Y	30	1	2	5%	0	0	0	0	0
6307	G	UnCovr	Y	46	4	6	11%	0	0	0	0	0
6308	G	Covr	Y	100	50	51	51%	0	0	0	0	0
6309	G	UnCovr	Y	52	0	0	0%	0	0	0	0	0
6310	G	UnCovr	Y	59	5	5	8%	0	0	0	0	0
6311	G	Covr	Y	8	2	1	19%	0	0	0	0	poor
6313	G	Covr	Y	8	4	4	50%	0	0	0	0	poor
6314	G	UnCovr	Y	40	23	21	55%	0	0	0	0	0
6315	G	Covr	Y	35	27	29	80%	0	0	0	0	0
6316	G	UnCovr	Y	76	10	10	13%	0	0	0	0	0
6417	G	UnCovr	Y	8	0	0	0%	n	n	n	0	0
6419	G	Covr	Y	24	1	1	4%	n	n	n	0	0
6420	G	UnCovr	Y	12	0	0	0%	n	n	n	0	poor
6428	G	Covr	N	2	0	0	0%	n	n	n	0	0

Sector H

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
6355	H	Covr	Y	6	4	0	33%	0	0	0	0	0
6356	H	UnCovr	Y	4	2	0	25%	0	0	0	0	0
6377	H	UnCovr	Y	10	0	0	0%	0	y	0	0	0
6378	H	UnCovr	Y	20	0	0	0%	0	y	0	0	0
6379	H	UnCovr	Y	10	0	0	0%	0	y	0	0	0
6383	H	Covr	Y	18	0	0	0%	0	0	0	0	0
6415	H	UnCovr	Y	20	0	0	0%	0	0	0	0	0

Off Campus

Location ID	Section	Covered / Uncovered	OSU Hoop	Rack Capacity	Utilization Count 10/26	Utilization Count 10/27	Average % Utilization	Abandoned Bikes	Damaged	Install Problem	bikes out of racks	paint condition
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5274	NA	UnCovr	N	8	0	0	0%	0	y	0	0	0
6303	NA	Covr	N	10	0	0	0%	0	0	0	0	0
6304	NA	UnCovr	Y	16	0	0	0%	0	0	0	0	0
6305	NA	Covr	N	14	4	4	29%	0	0	0	0	0