



The Rap Sheet

Stanford University Department of Public Safety
711 Serra St, Stanford, CA 94305-7240

<http://police.stanford.edu>

(650) 723-9633

Burglary Suspects Caught



On Thursday, January 31st at approximately 4pm, deputies responded to reports of several residential burglaries in the dorms in Sterling Quad.

While the deputies were investigating the burglaries, the residents of Ujamaa called 911 to report three suspicious people in their dorm.

Deputies responded to the scene and all three subjects were subsequently arrested for burglary. At this time it appears that deputies recovered most of the property that was stolen.

Of particular note in this case was that the residents of Ujamaa noticed that there were people in their residence hall who did not appear to be Stanford students and immediately called 911. This allowed Deputies to respond quickly to the scene before the subjects could leave campus.

We hope that the Stanford Community will follow the example set by the residents of Ujamaa and immediately call 911 when there are suspicious persons at or near their residence.

Crime Alerts

A great new feature of our new website is the scrolling crime alert section! We update this section with breaking crime news from campus.

Check it out! <http://police.stanford.edu>

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SCERT Team News

A big welcome to our second graduating class of SCERT members to the Stanford Community Emergency Response Team. On January 15th, twenty one individuals completed their training and were officially welcomed to the group. Our total number of team members now stands at 43 !

Environmental Health and Safety and SUDPS developed this program to in order to assist the University with a wide range of emergencies. SCERT is designed as a corps of volunteers who have received training and instruction on how to handle emergencies or critical incidents. The SCERT Program provides standardized methodology and guidelines for responding to emergencies based on the national Community Emergency Response Team (CERT) program.

We will be holding several more certification sessions for new members. We are also planning training sessions for our current members throughout 2008.

Contact Kathlyn Miller at EH&S (kathlynm@stanford.edu) for more information.

Pedestrian Zone Update

Bill Larson, Crime Prevention Coordinator



I am very pleased to report that the traffic circles (aka round-a-bouts) at both Lasuen Mall and White Plaza have been a success with most bicyclists, pedestrians,

carts, and vehicles. Since the installation of the circles, there have been no reported collisions and traffic flow has been observed to be orderly, slower, and safer. It has also been reported that many who share this stretch of the Mall have demonstrated more courtesy and etiquette. We occasionally post traffic monitors at the circles to encourage all those who travel through this intersection to exercise caution and follow the proper route. Of course, the success of the circles would not be possible without your acceptance and cooperation!

For Ped Zone rules and regulations, please refer to: http://transportation.stanford.edu/parking_info/pedzone.shtml
Thank you for your continued cooperation and contribution to the success of the Ped Zone policy.

The Recruiting Corner

Robert Contreras, Recruiter

The Stanford DPS 2008 recruitment campaign is in full swing!! On January 19, the search for new recruits began at the San Mateo Public Safety Job Fair. We had a very interactive recruitment booth featuring two promotional DVD's, brochures and giveaways, the recruitment team made face to face contact with prospective Deputy and S.E.P. candidates. The fair goers were made aware of all the great things Stanford DPS has to offer and were encouraged to begin the hiring process by attending our next Physical Agility/Written examination on 2/23/08.

For recruitment information or suggestions please contact Robert Contreras at 650 725-0588 or robertc2@stanford.edu

Bike Abatement

Carole Lee, Bike Abatement Coordinator

I receive many emails each week from people who would like to understand how and why bikes from campus get impounded as abandoned. At Stanford, University, Bike Abatement primarily serves a "clean-up" function, clearing unattended, unwanted bikes from Campus.

Requests for abatement of bikes that appear abandoned by their owners are reported to SUDPS by housing supervisors, building managers, students, staff and faculty. These are bikes that have not been moved in several months from a rack space, bikes locked to railings, benches, or any object other than a bike rack, left by doorways or building entrances for extended periods of time. We also include bikes that have been vandalized, wrecked and/or dumped, and bikes with flat tires, cobwebs and broken parts.

In addition to the requests by the Stanford Community, the SUDPS abatement crew also makes routine sweeps of the entire campus throughout the year and identifying all bikes in a specified area that meet physical criteria for abandonment. Notices warning of pending impound are attached to the qualifying bikes. At least two weeks after this, the crew returns and impounds bikes that still have the written notices attached, indicating no owner is presently in contact with the bike.

There were 1,966 bikes impounded for abandonment fiscal year 2007. Of those, only 48 % or 934 were licensed and only 146 were claimed by owners.

Please contact PublicSafety@lists.stanford.edu with your bicycle abatement questions.



Vehicle Burglary Prevention

By Deputy Stephanie Taylor

Yvonne is sentimentally attached to her Ford Thunderbird. Her husband has been nagging her to sell it. After all, it's five-years-old. But, for Yvonne, "Pearlie May" as she nicknamed her car, is more than just a way to get from here to there. She keeps her car in great condition. She has her roadside vehicle repair kit in the trunk along with a thermal blanket and a pair of extra socks in case her car breaks down and it's cold outside. Yvonne also has a faux leather bi fold organizer to keep her vehicle registration and proof of insurance handy. She keeps it in her glove compartment just in case a friendly Stanford Deputy Sheriff pulls her over for those California stops she sometimes makes on Campus Dr. when she's a tad late to work.

The gadget that Yvonne is the most fond of is her new personal travel assistant commonly known simply as a "GPS" system. She has a cling-style mount affixed to her windshield, so that she can conveniently set up and take down her GPS unit. She considers herself pretty safety savvy and knows not to leave valuables in plain sight in a car. She also locks her doors, rolls up her windows, and when possible she parks in a well-lit area. She hides her GPS in the middle console storage area along with the charging cord. So far, so good right? Well.....unfortunately this story doesn't have a happy ending. Last night after yoga class Yvonne returned to her car and found that her front passenger window had been smashed. There was glass everywhere. Surveying her surroundings she walked around to the driver side and saw that the middle console storage area was open and her GPS unit was gone. She also had a bag of dry-cleaning laundry in the back seat and that was also taken.

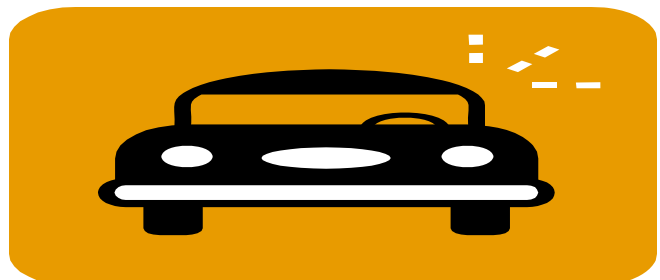
As Yvonne is calling 911 a million thoughts run through her mind--what would someone want with dirty laundry? I hid my GPS - When am I going to find

cost? Why didn't anyone hear the glass break and call the police?

While many factors influence a criminal's cost-benefit decision in targeting certain vehicles, we know that some are more obvious than others. Yvonne did many things right to decrease the likelihood that she would be a victim of a property crime. However, there are two more things Yvonne could have done that take just a few seconds;

First, any bags (backpacks, purses, laundry, paper, plastic, etc.) should be placed in the trunk or concealed from view. Try to organize your car before you arrive to your destination, just in case someone is watching you move your valuables from the passenger area to the trunk. Second, remove any evidence that electronic gadgets are being used in the car. Conceal or remove completely from the car all the cords, window-ling, and dashboard attachments. Criminals know that it's more convenient for people to conceal valuables under the seat, in the glove box, or in a storage compartment. So, they look for the cords left dangling in plain view as well as the attachments for these electronic accessories.

For Yvonne, the criminals didn't just break into another car. They broke into the car that carried her first-born child home from the hospital. They broke into Pearlie May. This story is true, the victim is real. Her name has been changed for her privacy. Pearlie May's name is real. For more information about vehicle safety, please contact the Stanford University Department of Public Safety.



It's Better to Wear Out Than to Rust

Deputy Harris Kuhn

When the last Santa Clara County General Use Plan was drafted it was estimated that there were approximately 15,000 bicycles in regular use around the Stanford University campus. In fact, in California, the Stanford-Palo Alto area had a bicycle-commuting rate second only, to U.C. Davis-City of Davis. There is no doubt that many Stanford community members rely on their trusty bicycles as the primary mode of transportation across campus as well as into surrounding cities.

Over the years that I've worked as a deputy with the Stanford University Department of Public Safety I've witnessed terrible criminal abuse of bicycles, abuse that has resulted in the premature demise of a perfectly serviceable bikes, abuse that brings anguish to fellow bicycles, and abuse that results in insurrection in which the bicycle gets its revenge against its neglectful owner. What I'm referring to is the general neglect of simple maintenance tasks that can make bicycle riding on campus safe and nearly effortless. It is simply amazing how many times Stanford deputies have responded to grinding bicycle accidents where the primary collision factor was a worn or broken component which caused a catastrophic failure resulting in injury to the rider. By attending to these easy tasks you can make your bicycle last a long time.

General Inspection: Before hopping on your trusty steed each day, make a quick visual inspection to make sure everything looks right. No cracks in the frame, tires and brakes in good repair, cables running smooth and unfrayed.

Frame: Bicycles at Stanford take lots of abuse: riding on rough surfaces, getting into the occasional collision and living outside, exposed to the elements. Such abuse leads to fatigue and failure of the frame tubes. Consider slapping on a coat of automotive wax on the frame every quarter to stave off surface rust and keep the finish looking good. Better yet, try

storing your bicycle inside, if possible.

Tires and wheels: Under inflated tires seem to be the single largest mechanical transgression on campus, and also presents the greatest hazard to Stanford bicycle riders. Under inflated tires can peel off the rim causing loss of control and a subsequent fall. Under inflated tires are also subject to increased incidence of flats and wheel damage. Think about purchasing a floor pump to maintain the recommended tire pressure (which is usually written on the sidewall of the tire). If you don't want to buy the pump, at least make a weekly visit to the Campus Service Station or the Campus Bike Shop and use their air compressor to inflate your tires. Bonus: it takes much less effort to pedal the bicycle with fully inflated tires-get to class quicker and without sweating so much!

Brakes: Despite the newer application of disc brakes and century old coaster brake technology, the overwhelming majority of campus bicycle braking systems use a friction system where a brake shoe is forced against the rim of the wheel. If the brake shoe is worn or improperly aligned, braking power diminishes dramatically. Also, if the cable running from the handlebar lever to the brake mechanism is not properly adjusted then the rider can't exert the necessary force on the brake shoes to bring the bicycle to a safe stop. Even the California Vehicle Code Section 21201(a) requires every bicycle to be able to have at least one brake that can leave a skid on dry pavement. (Also, those 'trackies' who ride a fixed gear bike on the streets need at least one brake that will leave a skid)!

Drive train: You can tell who has failed to maintain the drive train on their bicycle by the rotating squeak each time the crank reaches top dead center! The drive train consists of the crank, the bottom bracket, the pedals, the rear cogs and the chain. There is no doubt that a little lubrication

It's Better to Wear Out–Con't

goes along way to reducing the friction caused by metal-to-metal contact and the rust caused by exposure to the elements. Lubricating the drive train will also reduce the pedaling effort necessary to get from Tresidder to Moon Beans. Drive train failures can be devastating as the rider is often propelled over the handlebars to the ground simply because the owner of the bicycle failed to use some oil on the moving parts.

Some final thoughts: Some simple maintenance will make your bicycle last longer and reduce the physical effort necessary to propel yourself across campus. But don't forget some of the simple, yet necessary steps for safe bicycling: wear a helmet, use a light at night (21201(d)(1) CVC), and get a license for your bicycle (B5-19 SCCO, 39002(a) CVC).

Now, go forth and ride like the wind! Enjoy this great day on The Farm, one of the most bicycle-friendly communities in the country.

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Department of Public Safety**

711 Serra Street
Stanford, CA 94305

Phone:
(650) 723-9633

Fax:
(650) 725-8485

Email:
police@stanford.edu



We're on the web!
Visit us at:
<http://police.stanford.edu>
