Executive Summary

The Long-Range Parking, Traffic, and Transportation Safety planning document has been prepared by the All-University Traffic and Transportation Committee in its advisory role to the university administration on such issues. The document represents an assemblage of work conducted by the AUTTC over the past several years, and is updated annually to reflect continued work on pressing issues related to transportation safety and parking on the MSU campus.

The guiding principles considered in the development of this planning document were:
- The 2020 Vision Plan was the primary guide for planning discussions
- Safety was viewed with the highest priority
- Strategies should be identified that would encourage, rather than force, new user patterns

Highlights of the recommendations for the 2005-6 academic year include:
- **Campus should continue to promote pedestrian safety on and around campus** – initial review of pedestrian accidents suggest instances are low, however, campus should continue to promote pedestrian priority on campus.
- **Parking lot redesigns are needed to improve the infrastructure and safety of surface parking lots** – about 40 accidents with injury have occurred in parking lots over the past six years, and small infrastructure improvements may help reduce accidents.
- **Execute the Comprehensive Bike Plan** – the recommendations include a request to provide financial support to staff the MSU Bike Project.
- **The main source of information regarding the AUTTC should be the World Wide Web** – the committee should aggressively promote the AUTTC website www.auttc.msu.edu as a “one-stop shopping” location for all information related to committee activities.

Particular emphasis was placed this year on pedestrian, bicycle, and parking lot safety. Communication issues between the AUTTC and the campus community were also reviewed. Future issues that may be considered for committee debate include:
- Pedestrian Safety – continued analysis of pedestrian accident data is needed to pinpoint interaction areas on campus that may be problematic.
- Sidewalk Ordinance – bicycles are currently forbidden for use on campus sidewalks, however, it is impractical to enforce the ordinance. Committee may wish to review East Lansing sidewalk use ordinance pertaining to bicyclists and propose changes to campus ordinance.
- Fall public input sessions – it would be prudent to include community input on potential AUTTC subcommittee activities at the start of the academic year.
- Broader campus representation – several groups with committee appointments are not sending representation to the monthly AUTTC meetings. Committee membership should be reviewed.
Preface

The All-University Traffic and Transportation Committee (AUTTC) serves an advisory role to the Vice President for Finance and Operations on issues related to the safe movement of individuals around campus, including pedestrians and bicycle and motor vehicle operators, transportation infrastructure including roadways, parking, and mass transit. Each year, the AUTTC presents a set of recommendations on topics selected in consultation with the Vice President’s office, the Department of Police and Public Safety, and the AUTTC Chair. For this academic year, the AUTTC continue progress on the long-range plan for parking, traffic, and transportation safety on campus. Four subcommittees were formed to follow up on some outstanding issues identified in the initial long-range planning exercise. The Vehicular Safety subcommittee, co-chaired by Jim Fashbaugh and Jim Sheppard, looked specifically at parking lot safety. The Pedestrian Safety subcommittee, chaired by Mike Gardner, had responsibility to review pedestrian accident data with the goal of identifying any problem areas on campus. The Bicycle Safety subcommittee, which was formed based on last year’s recommendations, was headed by Diana Twede, and worked to prioritize bike infrastructure needs. The Communication subcommittee was chaired by Sherri Kleinhardt and considered ways to improve communication of AUTTC deliberations to the campus community. Each AUTTC member actively participated in one of the four subcommittees. Subcommittee work considered closely other university long term planning documents including: the 2020 Vision document, the Red Cedar Greenway plan, and the previous recommendations of the AUTTC.

The updated Long-Range Parking, Traffic, and Transportation planning document now includes, in an advanced stage, goals and measurables related to parking, vehicular safety (particularly in parking lots), mass transit, and pedestrian and bicycle safety. The sections newly updated during the 2005-6 academic year are highlighted.

This planning document should be considered as a “living” document, guiding university management when questions regarding campus transportation issues arise. The AUTTC will continue to review and refine the goals in each of the four focus areas as needed. The AUTTC will also seek community input through direct correspondences to committee members, public comment during monthly AUTTC meetings, and announced public feedback sessions.
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I. PARKING FOCUS AREA

1. ESTABLISHED A BALANCE OF PARKING OPTIONS ON CAMPUS FOR FACULTY, STAFF, STUDENTS AND VISITORS WHILE AT THE SAME TIME MAINTAINING ADEQUATE REVENUES TO FINANCE MAINTENANCE OF PARKING FACILITIES AND SAFETY MEASURES ON CAMPUS.
   a. The funding of the parking system should be self supporting
   b. Provide annual report on parking availability on campus, including statistics on the allocation of spaces. Include information on the various kinds of parking spaces: open, disabled, leased, university vehicle and visitor spots.
   c. Provide a compilation of statistics on each individual lot on campus. That way AUTTC committee members and/or the public can review changes in the allocation of spaces in individual lots over time and see whether readjustments are necessary.
   d. Provide the public with an annual report on the parking fund revenues and expenses itemizing all the projects funded, so that they will have a better understanding of where the money comes from and where it goes.

2. PROMOTE TWO-WAY COMMUNICATION BETWEEN CAMPUS COMMUNITY AND AUTTC ON PARKING ISSUES
   a. While DPPS/AUTTC tries to anticipate and solve problems on a proactive basis, the public should assist by pointing out possible problems and solutions.
   b. The AUTTC website should be the main vehicle for information about AUTTC to the MSU community.
      i. Redesign web site and expand awareness of its source to the University community.
      ii. Make the website the central resource for information on traffic safety and parking issues, to include the following:
           ▪ Long-term parking plan and interim reports
           ▪ Meeting agendas
           ▪ Meeting minutes
           ▪ Feedback form
           ▪ Contact information
      iii. Use a counter to monitor number of website hits as a measure of the effectiveness of efforts to raise the profile of the AUTTC to the campus community.
   c. In order for DPPS/AUTTC to remain proactive on issues it needs input from the community in the form of more public feedback sessions and a wider marketing campaign utilizing:
      i. MSU Today
      ii. News Bulletin
      iii. State News
iv. Student cable system
v. Faculty/Staff mailing

d. DPPS must provide ongoing traffic safety education to the university community. This could be done by:
i. Use of an on-line safety training/quiz incorporated into the on-line bike registration and expanded to the on-line vehicle registration.
ii. By providing a wider dissemination of the Red Cedar Greenway Plans and continued promotion of the 20/20 Plan.
iii. Enhanced sidewalk signage outlining the Right-of Way pyramid.
iv. Partnership with Healthy U. to promote traffic safety and health.

3. IMPROVE AWARENESS OF VISITOR PARKING SPACES ACROSS CAMPUS
a. List all measures taken each year to improve access to visitor parking.
b. Review other University models for handling visitors on campus. Work with other university groups to reach consensus on the implementation of a full service Visitor/Information Center on campus.
c. Consider updating the signs at primary entry points on campus in pull out areas with state-of-art communications technology. Consider replacing signs in the future with interactive kiosks.
d. Improve signage to indicate visitor parking options in ramps.
e. Review suggestions on where more visitor parking spaces are needed and require input on the possible impacts on existing parking in that area, expenses, etc.

4. IMPROVE PARKING AVAILABILITY IN PROBLEM AREAS SUCH AS THE NORTH CAMPUS, CENTRAL CAMPUS, ETC.
a. List all measures taken each year to address the situation, such as parking violation enforcement measures, creation of new parking facilities, provision of bus routes, etc.
b. Attain a parking ratio of 0.90 (spaces/employee) for north and central Campus.
i. North campus status, current ratio 0.77
   Short Term:
   ▪ Morrill ramp construction will eliminate ~200 spaces, temporary parking behind Old Horticulture (~ 50 spaces) will make up some deficit.
   ▪ Removal of front-in parking on west circle (safety driven), nearly parking neutral with additional parallel parking (overall 40 space net loss)

   Mid Term:
• Completion of Morrill ramp by 2007, additional 700+ spaces on north campus, bringing ratio to 0.85. Committee recommends reserving spaces in Morrill Ramp to better meet the parking needs by visitors using services and attending meetings in the MSU Union.
• Replacement of Bessey Ramp starting in 2008, anticipated parking ratio back to 0.77. After completion of ramp in 2010, ~700 spaces will bring parking ratio on north campus to desired 0.90

Long Term:
• Potential building construction on north campus may warrant additional parking (for example, proposed Music Building). To maintain the desired 0.90 parking ratio on north campus, committee would support increasing parking rates to construct an additional ramp on north campus. This ramp would also serve the needs for evening and weekend events held in the Auditorium, Kresge Art Museum, and Alumni Memorial Chapel. Although ramps are more expensive than surface lots, the committee feels that judicious use of the land on north campus favors ramp over surface lots.
• If sufficient parking capacity available, may entertain GA parking on north campus (as of FS 2004, there were ~ 900 GAs above the $5000 stipend threshold recommended by Shafer subcommittee).

Measurables:
• Report biannually the parking ratio for north campus
• Assess annually new construction plans on campus and impact on parking, both in terms of lost/gained spaces and new employees to area.
• Continue safety assessment of west circle drive, and account for any recommended parking changes.

ii. Central campus status, current ratio 0.79
Short Term:
• Lot 37 (~ 100 spaces) to be eliminated within year, lot 41 (218 spaces) in disrepair.
• No plans for additional parking in central campus to make up deficit
• 15% of parking violations in Shaw Ramp
• Promote increased use of underutilized Communications Arts ramp
• Move of student overflow parking (lot 25) to Communications Arts or Wharton ramps.

Mid Term:
- Lots 38, 39, 40, and 50 scheduled to close as part of 2020 plan (loss of ~800 spaces)
- Committee recommends construction of ~1,000 space ramp which permits 10 minute walking access to central campus teaching core (engineering, education, and sciences) as well as visitor access to Stadium, and International Center (Central Ramp). Designated location is at Shaw and Red Cedar. This would recover losses due to surface lot removals, and recover 0.79 parking ratio.

Long Term:
- Additional ramp on central campus (Stadium Ramp) in the current location of the Central Services Building. ~1,000 spaces, to bring about desired parking ratio of 0.90.

Measurables:
- Report biannually the parking ratio for central campus
- Develop a planning strategy for achieving Vision 2020 plan of surface lot removal (construction of new ramp), which is coordinated with activities on north campus (activity should start after completion of Bessey Ramp in 2010). Surface lots should not be removed until proposed Stadium Ramp completed.
- Assess annually new construction plans on campus and impact on parking, both in terms of lost/gained spaces and new employees to area.

c. Promote perimeter parking options for faculty/staff:
   i. Proposed parking rate a maximum of 50% of faculty/staff rate
   ii. Revisit use of lot 66A as a commuter lot for north campus faculty. Avoids issues regarding railroad delays. Lot is more accessible to Lansing residential population.
   iii. Lot 89 is near capacity. Expand lot 89 to east of Farm Lane.
   iv. Move forward with the Farm Road underpass project.
   v. Provide option for summer access to commuter lots (mass transit) or allow access to faculty/staff parking during off-semester times. Currently there are no bus routes to lot 89 in summer or during breaks.

Measurables:
- Report annually the number of faculty/staff choosing the perimeter parking option.
- Report periodically on car census for lot 66A
- Report semi-annually on faculty/staff usage of CATA routes 37,36,33,31

d. Promote car pooling for faculty/staff
   i. Work with Committee for Sustainable campus to identify car pool options.
ii. Identify employee concentrations in local communities.
iii. Develop means for matching potential carpoolers.
iv. Determine if services like MICHVAN, sponsored by MDOT, are worth pursuing.
v. Establish car pools rates and enforcement procedures.
vi. Reduced rates or preferential parking (leased space).
vii. Use technology for verification (cameras?).

viii. Procedure if ride sharer absent/ill (no penalties).

Measurables:
- Questionnaire on ride sharing to evaluate interest.
- Report annually the number of faculty/staff choosing carpools.
- Report annually the number of carpool violators (enforcement).

e. Promote perimeter parking options for Graduate Assistants:
i. Provide bus pass for GA’s at no cost.
ii. No increase in GA parking rates (still 75% of faculty).
iii. Access to Lots 89 and 66A

Measurables:
- Report annually the number of GA’s choosing perimeter parking
- Report semi-annually on faculty/staff usage of CATA routes 37,36,33,31

5. MAINTAIN THE CURRENT ARRAY OF VARIABLE PARKING RATES, PROVIDING LOWER COST (AFFORDABLE) RATES FOR PERIMETER PARKING AREAS AND HIGHER RATES FOR LOTS IN HIGH DEMAND AREAS (NORTH CAMPUS, CENTRAL CAMPUS, NEXT TO DORMS, ETC.).

a. Explore the implementation of individual leased parking spaces outside of high demand areas (North Campus, Central Campus, Next to Dorms) at the same rate as departmental leased spots to mitigate annual increases in general parking areas.
b. Survey special event parking rates in surrounding communities and other Midwest universities. Consider special event rate increases, if necessary, to mitigate annual increase in general parking rates.
c. Increase leased parking rates, if necessary, to mitigate annual increase in general parking rates.
d. A Tiered Fee and Access System – in general, the committee supports plans that encourage self-selected access based on needs, costs, etc., rather than marginalizing individual groups based on status. For example:
i. A market-based pricing and service model where higher fees provide access to “better” parking and lower fees provide better access to mass transit.
ii. An access system based on need where research could be performed to assess who needs what spaces and when and why they need them.

6. PURSUE GREATER COMPLIANCE OF EXISTING PARKING REGULATIONS
   a. Step up enforcement measures to eliminate illegal parking across campus.
   b. Consider placing additional gates in parking areas where enforcement is problematic.
   c. Upgrade all aging gate systems.
   d. Lobby Legislature to raise the $25 cap on fines. Current parking fines are not high enough to be a deterrent. If fines can be raised, the following should be considered:
      i. A tiered system based on the number of offenses.
      ii. Revoke parking permits for extreme repeated offenders within a given time period as well as impound vehicles.
      iii. University discipline for extreme student offenders.
      iv. Revoking privileges for key-card violations.
   e. Explain to students the reasons there exists a shortage of parking and how violations compound the problem. Good reasoning may translate into increased compliance and fewer violations and fines.

Measurables:
   - Set annual percentage goals for decreasing parking fines.
II. VEHICULAR TRAFFIC AND SAFETY FOCUS AREA

1. REORIENT ACADEMIC CORE AREAS FOR PEDESTRIANS BY REDUCING VEHICULAR TRAFFIC IN THESE AREAS.

2. REDESIGN INTERSECTIONS TO REDUCE ACCIDENTS AND IMPROVE TRAFFIC FLOW.

3. REDESIGN TRAFFIC MOVEMENT WITHIN PARKING LOTS TO REDUCE ACCIDENTS.
   a. Documents prepared by the Traffic Engineering Office in the Department of Civil and Environmental Engineering in the Summer of 2005 provided in-depth detail of the parking lot accident rates, injury rates, types of accidents, vehicle per parking space turnover rates, time of day traffic volumes and weather conditions. The primary concern of vehicular safety is preventing injuries, and the data supported the following conclusions:
      i. Most injuries are caused by vehicle to pedestrian and vehicle to bicyclist accidents.
      ii. Injuries occur more frequently during peak traffic movement times.
      iii. Surface parking lots have 5 times the accident rate of parking ramps.
   b. The renovation of Lot 83 included several design changes intended to reduce accidents, including realignment of spaces, addition of speed tables, and elimination of long run drives. These design changes should be evaluated for consideration in future lot design.
   c. To improve safety infrastructure of parking lots, the following recommendations are made:
      i. Accident data should be considered when prioritizing parking lot renovation planning.
      ii. Reconfigure orientation of parking lot space lines to minimize blind spots.
      iii. Reduce parking lot traffic volumes during peak traffic periods by staggering employee starting times.
      iv. Spread parking to lower parking volume lots to reduce congestion.
      v. Separate pedestrian and bicycle traffic from vehicular traffic in parking lots.
   d. Collect data from parking lots not included in documents prepared by Traffic Engineering Office in the Department of Civil Engineering and Environmental Engineering.
   e. AUTTC review available data from parking lot analysis reports on yearly basis.
4. INSTALL SPEED TABLES AND OTHER TRAFFIC-CALMING DEVICES AT PEDESTRIAN STREET CROSSINGS IN HIGH TRAFFIC AREAS.

5. PROMOTE VEHICULAR SAFETY EDUCATION ACROSS THE UNIVERSITY COMMUNITY.
III. PEDESTRIAN AND BICYCLE SAFETY FOCUS AREA

1. CONTINUE TO ENSURE A SAFE ENVIRONMENT ON CAMPUS FOR PEDESTRIANS AND BICYCLISTS
   a. Review pedestrian and bicycle accident data each year to determine if university action is needed in particular areas, either from an enforcement or safety infrastructure point of view.
      i. Review of accident data from 6 years prior to 2005 suggests the following intersections should be studied:
         - Bogue Street and East Shaw Lane
         - Shaw Lane and Chestnut Road
         - Crosswalk on West Shaw Lane near CATA bus depot
   b. Highlight pedestrian and bicycle safety issues in the public press.
      i. Inform MSU community of pedestrian, bicycle, and motorist hierarchy.
   c. Examine existing crosswalks for use, uniformity, and safety. Work with Traffic Engineer and DPPS to properly mark all crosswalks. Eliminate those crosswalks that are little used or offer hazards to users. Make sure that lighting is adequate.
   d. Traffic circles pose a high degree of problematic interaction between pedestrians, bicyclists, and motorists. Movement should be towards timed traffic patterns. Work on Wilson Road in coming three years should improve situations at Wilson Road - Red Cedar Road and Wilson Road - Bogue Street intersections.
   e. Continue to improve areas where blocked/obscured sight-lines present pedestrian, bike, and/or vehicular hazards.
      i. Commercial vehicles stopping in roadways
         - Distribute information flyer with commercial permits to raise awareness of safety issues
      ii. Cut-back overgrown shrubs, bushes, etc.
      iii. Placement of building designation signs
   f. Monitor new forms of transportation and their possible impacts on campus safety.

2. WORK TOWARDS THE SEPARATION OF PEDESTRIAN, BICYCLE, AND VEHICLE LANES WHEREVER POSSIBLE
   a. Consider traffic separation at the planning and engineering stage of each new roadway construction project.
   b. Work towards completion of the Red Cedar Greenway plan as finances permit.
   c. Consider pedestrian and bicycle underpasses or overpasses in high traffic areas.
   d. Consider separation of pedestrians and bicyclists at certain Red Cedar River crossings.
3. PROVIDE FINANCIAL SUPPORT FOR THE MSU BIKE PROJECT
   a. We recommend funding the MSU Bike Project, under authority of the 
      Vice President for Finance and Operations. Give it authority to: 
      i. Implement the comprehensive bike safety and promotion 
         program on campus as developed by the AUTTC. 
      ii. Provide bike service and rental for students, faculty and staff. 

4. ESTABLISH A PERMANENT BICYCLE SUBCOMMITTEE
   a. Committee made up of: DPPS Bicycle officer, MSU Bike Project 
      representative, AUTTC member, 3 at large representatives from the 
      campus community. 
   b. Implement/monitor Comprehensive Bicycle Program 
   c. Review problem areas in regard to bicycle safety on campus and 
      recommend changes in correcting these areas. 
   d. Assist DPPS in Bicycle registration by encouraging all bikes to be 
      registered. 
   e. Promote Bicycle safety - develop programs for the campus community, 
      quizzes, news releases, brochures, training programs, bike, repair 
      facilities, work with local stores for discounts rebates on safety equipment. 
   f. Develop map of campus/E. Lansing with information on Bike paths, safety 
      rules, regulations, proper etiquette, theft prevention, community resources, 
      parking, local services, etc. 
   g. Report to AUTTC on these areas. 

5. ADOPT COMPREHENSIVE BICYCLE SAFETY PROGRAM
   a. Education 
      i. Public and Student Education including:
         ▪ Time/distance information for bicycle commuters 
         ▪ Equipment to make commuting easier 
         ▪ Promote bicycle safety 
         ▪ Bike security/theft prevention 
         ▪ Promote existing infrastructure 
         ▪ Provide "effective cycling" classes 
         ▪ Produce city/campus bike maps 
         ▪ Provide "Bicycle Traffic School" for moving violations 
         ▪ Distribute informational brochures 
   b. Promotion 
      i. Bicycle facilities and activities 
      ii. Environmental and congestion management - benefits of cycling 
      iii. Health and general quality of life- Healthy "U" tie in 
      iv. Special interest stories in local papers 
      v. Support MSU - E. Lansing bike partnership 
   c. Encouragement 
      i. Incentive programs 
         ▪ Work with local stores on safety equipment discounts- 
         helmets, locks, lights, horns, reflectors
- Acknowledgment of safe practices
- Provide commuter incentives

ii. Community Activities
- Cyclebration days on campus
- Sponsor/encourage bike rides for all levels – work with local clubs

iii. Community Service
- Assist in collecting abandoned bikes
- Lock cutting service
- Bike auction (fund raiser)
- Bike repair services (MSU Bike Project)
- Bike repair/maintenance classes (MSU Bike Project)

iv. Enforcement
i. Theft prevention
- Active campus registration program
- Registration enforcement program
- Investigate bike theft
- Promote theft prevention

ii. Enforcement of bike traffic and equipment rules
- Formal program for enforcement of traffic and equipment rules
- Police Bicycle Officers patrolling on bikes
- Court-less "fix-it" ticket program (bike traffic class)

v. Engineering
i. Facilities
- Promote/facilitate infrastructure development and maintenance
- Secure Bike racks
- Shower facilities for bike commuters
- Racks on busses for commutes and disabled bikes
- Sign age program - where to bike - crosswalks - etc.

ii. Planning
- Require that new construction and development projects accommodate bicycle access and parking
- Advisory committee

iii. Improvements
- Use accident data collection system to identify dangerous intersections
- Develop comment/suggestion cards to solicit public input
- Pursue external funding sources for improvements

iv. Priorities
- Reconfigure the Red Cedar Greenway, in order to better connect with the Lansing River Trail to the proposed Meridian Township trail, with separated paths for bicyclists and pedestrians.
• Complete the fragmentary bike lane along Farm Lane, historically the campus’ primary north-south corridor, from the Collingwood entrance through the new railroad overpass to College Road to the farmlands to the south.

• Provide a connection for bike commuters coming from the Spartan Village and the southwest to cross Harrison Road (note: This could follow Service Road and cross the railroad tracks at Lot 82/83 to connect to the Trowbridge Extension or Farm Lane – or it could follow Crescent and connect to Farm Lane through the Ag Expo field).

6. MAINTAIN AN ARRAY OF BICYCLE SERVICES FOR MEMBERS OF THE CAMPUS COMMUNITY
   a. Enlist Healthy "U" and MSU Health Team to offer a variety of educational programs information and special events to promote Bicycle safety, health benefits, and environmental impact to campus.
   b. Bike Auction and Sales
      i. List dates, times where, when, and info
   c. Classes
      i. Offer classes through MSU Bike Project on bicycle repair and maintenance. List dates, times, locations
   d. Bike Traffic School
      i. Through DPPS offer a Bike Traffic school for cyclist cited on campus for moving violations. Those eligible for the class receive reduced fin in return for completing class.
      ii. List times dates, locations
   e. Develop a list of local clubs, area bike organizations, repair shops, and other services available.
IV. MASS TRANSIT FOCUS AREA

1. ENSURE QUALITY MASS TRANSIT SERVICE FOR THE ENTIRE CAMPUS COMMUNITY.
   a. Encourage campus community to make use of mass transit by providing ample parking in perimeter areas and providing financial incentives to use the bus system to move back and forth.
   b. Three options for perimeter parking that may be considered which would require additional transportation services are the State Police Post (Harrison), Commuter Lot 89 East Expansion and Lot 66.
   c. Pursue the Farm Lane railroad underpasses to eliminate delays due to trains from the Commuter Lot 89 to central Campus.
   d. Continue to provide faculty/staff with free/reduced cost bus passes. Revisit options for Graduate Assistants as permitted.
   e. Work with the transit provider to ensure all transportation services on campus are accessible for persons with disabilities.

2. PROVIDE ADEQUATE SERVICE LEVELS TO MEET THE CHANGING TRANSPORTATION DEMANDS OF THE MSU COMMUNITY.
   a. Work with transit provider to monitor and evaluate rider-ship data and service levels to ensure transportation needs on campus are being met.
   b. Work with transit provider in planning future service developments in coordination with the 2020 Master Plan.
   c. Continue to look for additional funding sources or grants to promote additional improvements for transportation services on campus.

3. PROVIDE AMPLE TRANSIT CONNECTIONS WITH PEDESTRIAN, BICYCLE, AND VEHICLE DESTINATION POINTS THROUGH STRATEGICALLY PLACED BUS STOPS AND BOARDING AREAS
   a. Evaluate requests for new loading/unloading locations as needed.
   b. Review campus snow removal procedures to make sure that bus stops are cleared promptly so that riders don’t have to wait in streets.
   c. Periodically review stop locations for safety issues and customer enhancements, such as lighting; proximity to crosswalks; shelters; benches; etc.
   d. Continue to enhance coordination between MSU campus service and the routes that service the surrounding community.

4. PROVIDE DEMAND RESPONSE SERVICE WHEN REGULAR BUS SERVICE IN NOT IN OPERATION (SAFETY ISSUE).
   a. Safety of people moving around campus at night should continue to be an area of focus. The University should continue to work with the transit provider to monitor and evaluate that this need is being met on an ongoing basis.
Appendix A: AUTTC Subcommittee Charges 2005-6

Last year, the AUTTC developed the framework for a long-term parking, traffic, and transportation safety plan. This plan included development of goal statements relevant to four strategic areas (Parking, Vehicular Traffic, Pedestrian and Bicycle Safety, and Mass Transit), and laid the groundwork into the establishment of performance indicators and methods for gathering and assessing data for each area. This year, four subcommittees will be formed to focus on specific goal statements contained in the long-term plan. The subcommittees will be asked to establish a list of performance indicators with measurables, along with recommendations, that will enable campus departments to enhance data availability relevant to goal attainment and monitoring.

The following documentation should be used as a guide for subcommittee work: MSU 2020 vision document, Red Cedar Greenway Master Plan, AUTTC Annual Report and Recommendations for the last 3 academic years, AUTTC Operating Procedures, and MSU Ordinances on Bicycle and Pedestrian Traffic. Additional resources include personnel from the Department of Police and Public Safety (DPPS), Campus Planning and Administration (CPA), and the MSU traffic engineer.

1. Pedestrian Safety Subcommittee (chair: Mike Gardner)

The MSU campus supports many transportation options for community members, including walking, bicycling, driving, and mass transit. In past years, the AUTTC has unanimously voiced the opinion that pedestrian movement on campus should be viewed with highest priority with regard to infrastructure improvements and safety. This subcommittee will review recently compiled accident data, and provide recommendations to ensure a continued safe environment on campus for pedestrians.

2. Vehicular Safety Subcommittee (co-chairs: Jim Fashbaugh and Jim Sheppard)

The vehicular traffic and safety focus area in the long-term planning document has not been developed beyond specific goal statements. This subcommittee will place particular emphasis on traffic movement within campus parking lots. A recent analysis of accident data in certain lots has revealed accident rates above the national average for highways. Reconstruction of Lot 83 was motivated, in part, to provide for better and safer traffic movement. The subcommittee will review parking lot accident data, identify problem lots, and make recommendations on improvements.

3. Communication Subcommittee (chair: Sherri Kleinhardt)

The advisory role of the AUTTC to the Vice President for Finance and Operations is only as effective as our interactions with the greater MSU community. In the past, the AUTTC has held an annual public forum near the end of each academic year to present recommendations on traffic and transportation issues on campus. However, the recent concerns regarding construction of the Morrill Ramp on north campus point to a need for more proactive public relations campaigns when new projects affecting campus
infrastructure are proposed. This subcommittee will explore various options for more effectively communicating the activities of the AUTTC to the MSU community.

4. Bike Safety Subcommittee (chair: Diana Twede)

The formation of a permanent bicycle safety subcommittee of the AUTTC was put forward in last year’s long term planning document. This subcommittee will have responsibility for implementing a comprehensive bicycle safety program on campus. The committee will make recommendations on infrastructure changes that may enhance the bicycling experience at MSU. The subcommittee will also maintain contacts with surrounding communities to promote enhanced bikeway access to MSU.
Appendix B: AUTTC Membership 2005-6. Subcommittee assignment listed to the right of each member’s name.

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STUDENT AFFAIRS
Position not filled

PUBLIC SAFETY
Michael Rice Consultant
87 Red Cedar Rd.
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432-2489

SUSTAINABLE CAMPUS (non-voting)
Dr. Judy Marteniuk Bicycle Safety
Vet Med
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355-8498

OMBDUSMAN (non-voting)
Stan Soffin Communication
129 N Kedzie Hall
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353-8830

EXECUTIVE SECRETARY
Wendy Buckwalter
DPPS
buckwalter@police.msu.edu
353-5093
Appendix C: Analysis of parking lot accident with injury data

<table>
<thead>
<tr>
<th>Lot Number</th>
<th>Location</th>
<th>Capacity</th>
<th>Injuries/Yr/1000 Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>85</td>
<td>West of Manly Miles</td>
<td>22</td>
<td>45.454</td>
</tr>
<tr>
<td>80</td>
<td>Salvage</td>
<td>9</td>
<td>37.03</td>
</tr>
<tr>
<td>20</td>
<td>South Holmes</td>
<td>61</td>
<td>10.929</td>
</tr>
<tr>
<td>36</td>
<td>West Shaw</td>
<td>21</td>
<td>9.523</td>
</tr>
<tr>
<td>42</td>
<td>East of Anthony</td>
<td>25</td>
<td>8.000</td>
</tr>
<tr>
<td>96</td>
<td>Clinical Center Patient East</td>
<td>33</td>
<td>7.576</td>
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<tr>
<td>3</td>
<td>Berkey</td>
<td>56</td>
<td>7.143</td>
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<tr>
<td>44</td>
<td>Chemistry/BioPhysical Science</td>
<td>26</td>
<td>6.410</td>
</tr>
<tr>
<td>43</td>
<td>North Food Science</td>
<td>78</td>
<td>4.273</td>
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<tr>
<td>73</td>
<td>Wilson Service</td>
<td>55</td>
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<tr>
<td>39</td>
<td>Commuter Visitor</td>
<td>269</td>
<td>2.230</td>
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<tr>
<td>77</td>
<td>DPPS South</td>
<td>91</td>
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<td>74</td>
<td>Holden Service</td>
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<td>50</td>
<td>South of Erickson</td>
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<td>66</td>
<td>Ramp IV Kellogg</td>
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<td>40</td>
<td>Faculty</td>
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<td>79</td>
<td>Stadium Commuter Lot</td>
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<tr>
<td>86</td>
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<td>75</td>
<td>South of Kalamazoo</td>
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<td>46</td>
<td>Plant Biology</td>
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<td>Giltner Hall</td>
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<td>89</td>
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<tr>
<td>19</td>
<td>Wharton Parking Ramp</td>
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