All University Traffic and Transportation Committee (AUTTC)
Michigan State University
Academic Year 2009 – 2010

Annual Report
May 1, 2010
Bicycle and Pedestrian Safety Subcommittee
Tim Potter (Chair)
John Pedraza, Felix Yeboah and Shawn Silver

Prior Year Recommendation:

Online motor vehicle registration quiz implementation

The subcommittee has yet to receive an update or confirmation of our previous year’s recommendation that DPPS institute an online motor vehicle registration quiz regarding proper interactions between motorists, pedestrians, and bicyclists. We respectfully ask that this recommendation be instituted in time for the 2010 motor vehicle registration renewal time and for all new registrants. Our recommended quiz has been shortened from the original document approved by AUTTC in 2008 (see Appendix A).

New Recommendations:

1. We recommend use of new, improved crossing signals/devices on campus to reduce pedestrian/bike/auto conflicts.

Crosswalk safety, while drastically improved over the past decade since campus-wide improvements were made, is still problematic in certain hot spots around campus, particularly between classes. The current pedestrian warning signage and temporary placement of the plastic stand-up signs in the crosswalks are effective but require staff to place and remove them and can’t be used in the winter months.

We therefore recommend the use of new, improved crossing signals/devices at those locations on campus where pedestrian/bike/auto conflicts are likely and/or have historically occurred. For examples of such devices see pg. 4 of this presentation by Norm Cox/ Greenway Collaborative to the City of East Lansing’s Non-Motorized Transportation Plan or similar to the devices pictured in Appendix B, Figure 1 of this report. These devices were approved in late 2009 by the Federal Highway Administration for the Manual on Uniform Traffic Control Devices (Section 4F.01 Application of Pedestrian Hybrid Beacons, pg. 509) and should be adopted by MDOT into the Michigan MUTCD soon (per Norm Cox, 2/9/10).

2. New signage (or speed tables) for key areas in Spartan Village to alert drivers of children playing.

According to our UACOR representative, motor-traffic speeds through the residential areas of Spartan Village are excessive and often endanger the safety of pedestrians - particularly children (See Appendix B, Figure 2).
**We recommend** new signage for Spartan Village to alert drivers to children playing to hopefully reduce speeds of cars through these residential areas. Also, **we recommend** speed tables be considered for these areas as an alternative.

3. Create an online tool to help identify campus problem spots for bicyclists/ pedestrians/motorists and other problems.

Presently there is no central way for campus bicyclists, pedestrians and/or motorists to alert the administration and/or others of problems on our roads, paths, sidewalks. Offering such a tool and promoting its use to the community will allow for better communication between everyone and help shorten the time between problems developing and solving them.

**We recommend** the creation of an official online campus tool (hosted from the AUTTC website, MSU’s Construction site, MSU Bike’s site, etc.) where the community can help identify problem spots for bicyclists/ pedestrians/ motorists. A free online tool, SeeClickFix, can be utilized for this as it is in many major cities around the country (see Appendix B, Figure 4). A test Watch Area has been created for the MSU Campus [here](#); a [link to a recent NY Times article](#) about the popularity of SeeClickFix. The [City Pulse website](#) is also now featuring Lansing’s SeeClickFix (left-hand column, halfway down).

4. Utilize new signage around campus to alert/remind motorists to bicyclists’ and pedestrians’ rights to the road.

As the campus has added many miles of bike lanes around campus where road construction/reconstruction occurred over the past 10 yrs, we now have quite a few locations where bike lanes mysteriously end or start mid-block. These locations are confusing to both bicyclists, who are riding in the bike lanes (which we’re trying to encourage), and to the motorists - possibly sending the message that bicyclists only belong on the road when there’s a bike lane (which is not the case per our motor vehicle code). Some communication to both the bicyclists and the motorists at these locations would be helpful to reduce confusion. Additionally, with the aim of setting the general tone of our campus to it being friendly to all legal modes of transportation, we feel new signage at selected major entry points to campus would be helpful and inviting to visitors and new students/faculty/staff.

**We recommend** new signage to alert motorists to bicyclists’ and pedestrians’ rights to the road (“Share the Road”, as shown in Appendix B, Figure 5), and in those areas where bike lanes currently disappear, to inform bicyclists/ motorists of changes (“Bike lane ends – merge with traffic” or a graphical sign, as shown in Appendix B, Figure #5), to reduce conflict and misperceptions of rules of the roads. Similar changes should also be made at selected major entry points to campus to help set the overall “bike-pedestrian friendly” tone for our roads.
5. Mark pedestrian bridges and pathways near our bridges with lane markings similar to roadways to help improve safety of pedestrian/bicycle traffic.

There are severe congestion problems at our pedestrian bridges and pathways near our bridges with resulting accidents between pedestrians and bicyclists at these locations.

**We recommend** marking pedestrian bridges and pathways adjacent to those bridges clearly with lane markings similar to roadways (see newer section of “shared use path” behind Owen Hall) to help improve safety of pedestrian/bicycle traffic over these bridges. See proposed example in Appendix B, Figure 6 (from pg. 37 of MSU’s Bicycle Facilities Plan, adopted Dec. 2007).

6. Installation of curb-cuts near bike parking areas.

There are quite a few bike parking areas near roadways or parking areas without curb cuts to allow bicyclists to access the parking areas from the roadway. This sends the message to bicyclists that they’re expected to approach the bike parking areas only from the sidewalks/paths which we’re trying to discourage as much as possible.

In order to encourage bicyclists to use bike lanes in campus roadways as much as possible, we recommend that curb cuts be installed near bike parking areas with nearby roadways/parking areas. One newer example is the East/S East corner of Commuter Lot 89, near the new Farm Ln. entrance. Pedestrian traffic is now routed to this entrance but there are no curb cuts exiting the parking area to the sidewalks/paths; they all exit to the north where the old sidewalks used to be (see Appendix B, Figure 7).

**We recommend** that a survey of existing parking lots with adjacent sidewalks and bike parking areas near roadways be conducted to determine where curb-cuts are needed and install as appropriate.
Vehicular Traffic Subcommittee
James Fashbaugh and Robert LaDuca (co-chairs)
Brandon Baswell, Kenneth Deneau, Jeannine Lee and Jason Weiner

Faculty/Staff Parking

Background

The Campus planning “Vision 2020” document calls for eventual elimination of much central campus surface parking for the creation of green space. Additionally, because of ever-increasing maintenance and building costs, parking fees must increase to continue the current policy of Parking self-support. These increased fees will further impinge on already-tight household budgets for employees, although MSU’s parking rates are among the lowest in the Big Ten. The committee propose to incentivize perimeter parking by introducing a new option for faculty/staff, while keeping the two present parking options largely in place.

Proposal: We propose the implementation of a three-tiered system: “Regular Plan”, “Commuter Plan”, and “Commuter Plus Plan”. The “Regular Plan” and “Commuter Plan” are essentially the same as present parking options.

Regular Plan (’09-’10 pricing: $447 per year, $37.25 per month, $8.60 per week)
- full privilege to all present Faculty/Staff parking spots on campus
- no-cost-to-employee CATA bus pass

Commuter Plan (’09-’10 pricing: $89 per calendar year, $1.71 per week)
- reduced-fee pay-lot parking
- privilege to utilize metered spaces in ramps
- privilege to utilize Lot 89 (Commuter Lot)
- no-cost-to-employee CATA bus pass

It should be noted that few employees have opted to choose the Commuter Plan as presently constituted. A likely obstacle is the inconvenience of parking in Lot 89 during breaks and summers, when no CATA service is in operation. To incentivize use of Lot 89, a new hybrid Commuter Plus plan is proposed.

Proposed Commuter Plus Plan:
- during academic year: Commuter Plan rules
- during breaks/summers: Regular Plan rules

Proposed Fee structure based on proration of present plans
- academic year (CATA service active): 34 weeks per year
- breaks/summer (CATA service inactive): 18 weeks per year
(34 weeks @ $1.71) + (18 weeks @ $8.60) = $212.94 (at ’09-’10 pricing)

**Additional Factor for Commuter Plan and Commuter Plus Plan:**

“Calendar Permission”: *once per calendar month*, an employee with a valid commuter plan or commuter plus plan permit may contact DPPS for Calendar Permission to park in a Faculty/Staff parking spot on the main campus, to allow for leaving/returning during a work day for personal matters (e.g. doctor's appointment for self, or dependent child or elder). Once in force, Calendar Permission would result in either non-issuance of a parking violation, or waiver of a violation if erroneously issued by an attendant. Calendar Permission cannot be granted after the fact, if a violation had already been issued on a specific day.

This new Commuter Plus Plan offers employees the benefit of substantial cost savings while minimizing inconvenience during the break/summer time periods. Campus parking is in much lower demand during these time periods. Additionally, this proposed plan would minimize resentments of employees parking on campus during breaks, because they would be paying the same prorated rate per week as those choosing the Regular Plan.

This proposal allows each employee to choose a plan that best suits his/her needs, weighing the competing factors of cost and convenience. It will be best to use the market and personal choice to incentivize the use of perimeter parking.
Education and Outreach Subcommittee
Judith Marteniuk and Adrian Land (co-chairs)
Jason Bidwell, Michael Polzin, and Monica Shamass

We recommend that the mandate of the Education and Outreach Subcommittee include:

1. Monitoring and updating the AUTTC website. Duties to include:
   a. Reviewing current links for functionality and relevance
   b. Recommending new links – these links would be forwarded to Executive Secretary and DPPS Assistant Chief for approval prior to being added as links.
   c. Review and expand FAQ’s

2. Assisting the other subcommittees in educating MSU faculty, staff and students on the recommendations of these committees. Suggested topics that the educational and outreach committee may tackle include:
   a. Courtesy and usage of roadways by bike, pedestrian and vehicular traffic
   b. Promotion of cost effectiveness/decreased campus traffic by use of peripheral parking and CATA

   Possible educational venues that may be used include:
   a. Utilize RHA channel to reach the student population
   b. Have a presence at AOP
   c. WKAR

3. Liaising with other groups
   a. Physical Plant
      Since the annual joint meetings of the AUTTC and Construction Junction have been a success, consider having the AUTTC have a presence at other Construction Junction meetings. This presence would both provide education to the people attending the meeting, as well as providing the AUTTC with other potential concerns of MSU faculty, staff and students.
   b. Environmental Stewardship
      Explore a relationship with the environmental stewardship transportation technical team.
   c. Academic Units
      Visit certain colleges/departments and determine if this approach has any merit for the labor/time involved.
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