All University Traffic and Transportation Committee
(AUTTC)
Michigan State University
Academic Year 2011 – 2012
Annual Report
May 3, 2012
Summary of the Committee’s Work

Throughout the 2011-2012 year the AUTTC met seven times including giving a community presentation on proposed recommendations at the February Construction Junction meeting.

This year the committee met and worked towards recommendations primarily as a single group rather than as motorized and non-motorized subcommittees. Additionally, a by-laws subcommittee was formed and revised the current by-laws, increasing student organization representation, among other changes. The by-laws committee gained the full committee’s support to move the revised by-laws forward for approval.

Committee member observations and discussions revolved around many areas related to pedestrians, bicyclists, mopeds, and vehicle use on campus. Below is a list of the major topic areas that were discussed:

Overcrowded Bicycle and Moped Parking (photos follow this section)
1. Bike Damage
2. Personal Safety from
   a. building ingress and egress restrictions
   b. injury from stepping over bikes or lifting bikes to exit parking areas
3. Detracts from campus visual appeal and causes landscape damage
4. Assumed Related Causes
   a. Number of available racks
   b. Type of racks (currently about 7,000 of new loop)
   c. Education of cyclists on proper use of racks
   d. Some bike parking areas are not visible from multiple entrances of buildings
   e. Increase campus population
   f. Increased used of bikes
   g. Increased use of mopeds
   h. Current moped policy permits parking in bike areas
   i. Limited methods to determine bike parking capacity needs
   j. Changing bike parking needs based on time of day and by semester per building
   k. Past pattern of cyclist expecting to park at or near building entrance
   l. No current enforcement of improper parking of bikes or mopeds
   m. Bike and Moped parking funding is not guaranteed and of low priority
   n. Different funding sources for academic and general campus vs. residence hall areas

Pedestrian Safety
1. Crossing major intersections (also identified in the Transportation survey)
2. On walkways from Bikes and Mopeds

Commuter Issues
1. Limited covered parking for Bikes
2. Limited shower and locker facilities for bike or jogging commuters
3. Additional reduced fee perimeter parking needed with quick shuttle service

Vehicle Concerns
1. Continued rise in parking rates for campus members
Examples of MSU Bicycle Parking Concerns
Examples of MSU Moped Parking Concerns
Examples of MSU Moped Parking Concerns
Based on the observations and Discussions the committee adopted the following

AUTTC 2011-2012 Recommendations

1. Develop a formula to determine the amount of adequate bike and moped parking per building or campus area, that is a ratio of building occupants and the number of bike or moped users. Perform annual surveys of campus locations to identify changing parking needs.

See Appendix 1

2. Study current and new bike rack designs for future use. Address the following:
   a. Bike rack designs need to hold more bikes per rack and help keep bikes upright to help prevent damage to bikes and the chance of personal injury.
   b. Retrofit existing bicycle loops with crossbars to help hold bikes upright.
   c. In high demand areas and where possible, continue the use of the old-style racks to provide for the greatest orderly parking.
   d. Provide signage on proper locking techniques at locations to help prevent bikes from falling and possible theft.
   e. Repair current racks that show rust and/or peeling plastic coating.

See Appendix 2

3. Study the feasibility of providing moped parking areas near residential neighborhoods and main academic buildings to reduce current parking issues and the use of pedestrian pathways for travel. Consider the following:
   a. Locate parking areas near adjacent roads to help eliminate use of pedestrian walkways and trails by mopeds attempting to reach parking areas.
   b. Provide signage to designate moped vs. bike parking.
   c. Provide directional signage to bike and moped parking areas near all building entrances.
   d. Provide signage on main pedestrian and bike routes, like the river greenway area, to prohibit use of mopeds.

See Appendix 3

4. Install a pilot bike parking facility at a perimeter lot to encourage non-motorized transportation use on campus, and decrease the reliance on parking spaces on core campus. Consider the following:
   a. Covered to provide weather protection.
   b. Secured to deter theft.
   c. Bike lockers and a rental fee structure to recover costs over useful life.

See Appendix 4
5. Implement the communication position approved from 2010-2011 AUTTC recommendations to provide information on:
   a. Bike safety and registration
   b. Moped safety and registration
   c. Promote MSU Bikes
   d. Promote CATA use
   e. Promote other travel options: Zip-car, walking, commuter lots

6. Establish a recurring University fund for bike and moped parking maintenance and construction.

7. We recognize the need to raise funds to cover the increased costs associated with ongoing maintenance and building costs of motor vehicle parking based on the current model of parking being self-supporting. However, we would like to recommend the University explore a different funding model for parking lot construction and maintenance in order to reduce the impact of parking fees on the already tight household budgets of faculty, staff and graduate students.
Appendix 1

Sample Campus Population Formula Information from UC-Santa Barbara
We at UC-Santa Barbara conduct mode-split surveys every year or two and each group
Fac/Staff/GradStudent and Undergrad has their own mode split calculated. Ideally we will know the
population of the building broken out by Fac/Staff/GradStudent and Undergrad and then calculate the
expected number of spaces needed + 15-25%. The 15-25% in bonus space is to address the perception
of the lot being “full” even when there is a small vacancy rate. If there is a large lecture hall and a large
number of people are coming and going at the same time from the same location there needs to be
addition surge-accommodation to accommodate the overlap in the two large classes at the same
location. (Courtesy: Jamey Wagner, Transportation Alternatives Program, UC- Santa Barbara).
Appendix 2

Examples of alternative racks from UV-Davis
Appendix 2

Examples of Moped Parking at University Wisconsin at Madison
Appendix 3

Storage lockers at UC-Davis

Photo of a secure bike parking area.
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