Long-term Parking, Traffic, and Transportation Safety Planning Document

Prepared by the

All University Traffic and Transportation Committee
Michigan State University
Academic Year 2004-2005

April 21, 2005
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 should be considered as a starting point for future AUTTC deliberations.

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 2004-5 academic year include:
- A long-term goal to achieve a parking space per employee ratio of 0.9 for both north and central campus – currently, the space per employee ratio for north and central campus is below 0.8.
- Continue to provide more perimeter parking options – this includes use of Lot 66A, expansion of Lot 89 to east of Farm Lane, and improved egress for mass transit along Farm Lane with future construction of railroad underpasses.
- Development of a Comprehensive Bike Plan for MSU – includes the recommendation for the formation of a permanent bicycle subcommittee.
- Support the 2020 plan for future parking ramps on central and north campus to meet demand – members viewed favorably the near-term reconstruction of the Bessey ramp, and future ramp projects at Red Cedar and Shaw (Central Ramp), the Stadium Ramp at the current location of the Central Services Building, and a ramp at the north end of Farm Lane to support potential new construction on north campus (Music Building).
- A Tiered Fee and Access System – the AUTTC supports plans that encourage self-selection of a variety of parking/commuting options.

Particular emphasis was placed this year on developing guidelines and measurables related to parking, mass transit, and bicycle safety. Focus areas and goals that deserve future consideration include:
- Pedestrian Safety – in particular infrastructure improvements to better separate pedestrians, bicycles, and motor vehicles.
- Vehicular Traffic – this would include examining traffic flow and accident data in roadways and parking lots.
- Vehicular Safety – the AUTTC should continue to monitor the traffic patterns on West Circle, and other high-density roadways.
- Visitor Parking – need to work with other campus groups considering a full service Visitor/Information Center on campus
- Communication – the community outcry regarding construction of the new Morrill ramp emphasizes the need for improved communication regarding parking and traffic issues on campus.
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 was in a position to make significant strides in the development of a long-range plan for parking, traffic, and transportation safety on campus. Work would center on the development of planning principles covering four focus areas: parking, vehicular traffic and safety, pedestrian and bicycle safety, and mass transit. Two subcommittees were formed to initiate the planning activities. The Parking and Traffic subcommittee was chaired by Jim Sheppard and worked to develop goals and milestones for the parking, vehicular traffic and safety (with regard to traffic flow), and mass transit focus areas. The Transportation Safety subcommittee, chaired by Mike Gardner, had responsibility for the pedestrian and bicycle safety and vehicular traffic and safety (with emphasis on traffic safety) focus areas. A focus group covering specific issues related to Bicycle Safety was headed by Diana Twede, and worked closely with the Transportation Safety subcommittee to develop comprehensive plans for promoting safe bicycle use on campus. Each AUTTC member actively participated in one of the two 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 Long-Range Parking, Traffic, and Transportation planning document is the result of the deliberations of the two subcommittees. Significant progress was made on identifying goals and measurables under each of the four focus areas. In particular, the sections related to parking, mass transit, and bicycle transportation and safety are in an advanced stage, and were formally presented to the university community at two public feedback sessions held in month of February 2005.

The planning document should be considered a starting point for future AUTTC work. It should also be considered as a “living” document. As university goals and transportation options change and develop, the AUTTC will review and refine the goals in each of the four focus areas as needed. The AUTTC will also continue to solicit 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. Redesign web site and expand awareness of its source to the University community. Make the website the central resource for information on traffic safety and parking issues, to include the following:
      i. Long-term parking plan
      ii. Meeting agendas
      iii. Meeting minutes
      iv. Feedback form
   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 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. Continue to explore funding options for Farm Road underpass at both railroad crossings.
   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. This past year accident data revealed over 400 accidents.

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 need in particular areas, either from an enforcement or safety infrastructure point of view.
   b. Highlight pedestrian and bicycle safety issues in the public press.
   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. 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. 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.

4. 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)

d. 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)

e. 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

5. 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.
Long-Term Parking, Traffic, and Transportation Safety Planning

The AUTTC is in a position to develop a long-term parking, traffic, and transportation safety plan. While this plan may take many forms, it would represent a model for evaluating progress toward stated goals in specific areas. First-year work on 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, two subcommittees will be formed to review the goal statements for ongoing relevance and progress toward attainment. The subcommittees will also be asked to make specific recommendations with regard to goal attainment. In addition, the committees will establish a list of performance indicators with measurables that will enable campus departments to enhance data availability relevant to goal attainment and monitoring.

Each AUTTC committee member will receive a binder which includes the following documentation to help guide the 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, MSU Ordinances on Bicycle and Pedestrian Traffic. Additional resources include personnel from DPPS, CPP, and the MSU traffic engineer.

1. Parking and Traffic Subcommittee (chair: Jim Sheppard)

The Parking and Traffic Subcommittee will be charged with reviewing the goal statements and setting performance indicators for the strategic areas of Parking, Mass Transit, and Vehicular Traffic (with regard to traffic flow). Subcommittee activities last year included Review and Recommendations of North Campus traffic. This year’s subcommittee will be asked to incorporate those recommendations into the overall long-term planning document. In addition, the subcommittee will include reviews of the parking and traffic situations in the central and south campus areas. There are significant changes to the current parking and traffic environment in central and south campus envisioned in the 2020 plan, and the subcommittee will consider how the 2020 goals will be attained in a phased approach. New construction on campus will also have impact on parking and transportation needs. The subcommittee will consider available data for all areas of campus analyzing traffic trends, capacity needs, traffic volumes, accident data, transit connectivity and pedestrian safety measures with subsequent recommendations for adjustments and considerations.

2. Transportation Safety Subcommittee (chair: Mike Gardner)

The Transportation Safety Subcommittee will be charged with reviewing the goal statements and setting performance indicators for the strategic areas of Pedestrian and Bicycle Safety and Vehicular Traffic (with regard to traffic safety). This subcommittee
will be asked to follow up on the review and recommendations of the Pedestrian and Bicycle Safety subcommittee work from last year. The subcommittee will incorporate these recommendations into the long-term planning document. The subcommittee will review the current MSU ordinances for bicycle and pedestrian traffic and make recommendations. The subcommittee will review accident data (vehicle-vehicle, vehicle-bicycle, vehicle-pedestrian) and make recommendations. The subcommittee will also consider what additional data are needed to judge the impact certain recommendations have on the overall transportation safety on campus.

2a. Bike Safety focus group (leader: Diana Twede)

There has been significant recent activity in the communities surrounding MSU to enhance bicycle pathways. This focus group will work to coordinate MSU’s efforts with those of the surrounding community. This focus group will also be asked to play an active role in communicating bicycle safety information to the MSU community. This will include working with DPPS to implement a “bike safety quiz” for on-line bicycle registration and developing community service announcements on bike safety that can be distributed to MSU cable and news (State News and News Bulletin) outlets.
Appendix B: AUTTC Membership 2004-5. Subcommittee assignment listed to the right of each member’s name.

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Appendix D: List of reference resources on Bicycle Commuting.

East Lansing Bicycle Guide and Route Map
MSU Bike Project
http://www.msu.edu/~bikes/

MSU Bicycling Ordinances (Sec. 33.00)
http://trustees.msu.edu/ord/sec33.htm

East Lansing Bicycling Ordinances (Sec. 44-571)
http://www.municode.com/resources/code_list.asp?stateID=22
  ▪ select East Lansing
  ▪ search bicycle

University of California Davis Bicycle Program
http://www.taps.ucdavis.edu/bicycle/

Bicycle Commute Guide, Sacramento Area Council of Governments
http://www.sacregion511.org/bicycling/bikeguide.cfm
Appendix E: Outcomes from the Bike Safety Focus Group Meeting

November 14, 2004

Memo

To: All University Traffic and Transportation Committee

From: Diana Twede and Mike Gardner

Re: Bicycle Focus Group

An ad hoc focus group of bicyclists meeting on November 11 generated the following recommendations. There were about 20 attendees, most of whom were MSU faculty and staff and/or bike club members and can be considered to be “hard core” bike commuters. Their incentive for attending was the hope that MSU is ready to walk and roll.

1. Bikes should be encouraged to ride on the road, even where separate lanes are not available. Everyone should be made aware that this is the legal option.
2. Bike lanes should be extended to connect streets campus-wide. Traffic rules should be enforced.
   a. Bike lanes should be marked.
   b. If there is a continuous bike pathway, drivers would be more aware of bikes.
   c. Drop offs from cars and buses in bike lane are a problem because it forces bikes to go around them into the traffic lane (and “leapfrogging” the bus).
   d. Connect the bits (especially on Farm Lane and to Spartan Village).
   e. Wilson Road and Bogue Street need proper bike lanes.
3. It is more dangerous to ride on sidewalks because most accidents with cars happen at intersections where the car does not see the bicyclist approaching the crossing.
   a. Cars do not respect the crossings, although this is getting better.
   b. Problem is especially bad when the sidewalk parallels the street and the driver turns right, crossing the cyclist’s route.
4. Bicyclists, pedestrians and drivers need to be educated about rules and right of way.
   a. Pedestrians should have priority on sidewalks. Bikes should have bells.
   b. Enforce the rules.
   c. Clear blind spots and warn drivers of 2-way sidewalk traffic.
   d. A 15 mph street speed would be good for bikes and safety-- and could generate enforcement funds.
5. A bike repair shop on campus would be useful (especially since there is no longer a bike shop in East Lansing or Frandor). The new Bike Project shop in Dem Hall (run by Tim Potter) is a good start. It could be a place like the old EL bike co-op which stocked tools, parts and one expert to help you fix it yourself.
6. MSU and East Lansing should seek to become bike friendly community. The League of American Bicyclists can help; Lucinda is a great resource. UW Madison and UC Davis are good examples.
   a. The benefits of biking should be advertised.
   b. How about an incentive like a reduced parking sticker rate for commuters who usually bike?
   c. MSU could encourage event-goers to bike by establishing bike (valet?) parking lots. Bike club volunteers would be willing to help staff them.

7. We would like to be able to park under cover.
   a. Some are willing to rent covered and locked storage in a parking ramp.
   b. Snow parking problems: racks are not plowed and/or plows damage bikes.
   c. We’d also like it to be wired for seat heaters.

8. The number of racks should be periodically reviewed. There are too few racks at:
   i. Jennison
   ii. BioMedical and Physical Sciences
   iii. West Circle
   iv. Brody
   v. Commuter lot
   a. Hoop racks are better than the old fence style ones.
   b. Some racks don’t have curb cuts or even sidewalks leading to them.

9. Available shower facilities (in all buildings) would encourage longer bike commutes.

10. Specific safety problem sites (correlated to Dr. Maleck’s note and link map):
    a. Sparty (26). We must ensure that the new plan is bike friendly.
    b. Connections to/from East Lansing, especially across Grand River Ave (and along Grand River Ave). The worst are Bogue Street (60), Hagadorn, Harrison (5), Abbott (31) and Collingwood (53). They are as bad on the EL side as they are on MSU’s, especially where two lanes become one.
    c. Bogue Street roundabout is not bike friendly. The sidewalk path crosses too many streets. It is better to ride in the street and act like a car.
        i. Especially in front of Van Hoosen (62) where the bike lane spills out into the intersection with no light to guide it and nowhere to go.
    d. IM Circle (25) is difficult to cross; traffic does not stop and does merge.
    e. There is the same problem crossing in front of Ag Hall (40) where the two circles merge. It is made worse by the large truck that always parks next to the crossing and blocks the view (FG 7095, parking permit SE01119).
    f. Spaghetti tracks are too narrow and in poor repair.
    g. The sidewalk “mazes” around RR tracks are difficult to navigate at their best.
    h. They are worse when they are not maintained or plowed. Often the chains and logs are down.
    i. Hagadorn (73) is especially bad. Furthermore, there is no place there for pedestrians or bicyclists to cross Hagadorn into the Hannah Plaza.
j. Shaw Lane marked bike lanes on South (28-33-36) end abruptly without connections, mixes pedestrians and two-way bikes.

k. Farm Lane crossing light button cannot be reached from bicycle lane, and “walk” sign does not light unless the button has been pushed (even though the light is on a fixed cycle and traffic stops).

l. Kellogg Center unloading spar where it crosses the bike highway to Brody: trucks pull out without looking and the intersection is blind to bikers.