ALL UNIVERSITY TRAFFIC AND TRANSPORTATION COMMITTEE

Meeting Minutes

January 21, 2010

PRESENT: BASWELL, BUCKWALTER, DENEAU, GALEZEWSKI, GARDNER (in Rhode’s stead) LAUCA, LAND, MARTENIUK, MCCONNELL, PEDRAZA, POLZIN, POTTER, RICE, SHAMASS, SILVER, YEBOAH

ABSENT: BIDWELL, FASHBAUGH, KACOS, LEE, RHODES (SEE ABOVE), WEINER

GUESTS: Gerald Gardner: AFSCME 1585/999, 547 O.E.
        John Klusinske: CTU
        Mary Lindsey-Frary: MSU Environmental Stewardship Systems Team
        Steve Troost: MSU Environmental Stewardship Systems Team

CALL TO ORDER: 1401

ROUNDTABLE: None

LAST MEETING MINUTES:

Amendments:

Page 1: Second paragraph/second line: Add “nitrogen” before oxides and change “BOCs” to VOCs.

Page 5: Under Environmental Stewardship…POTTER’s response should read that the recommendation was to Dr. Poston.

Page 5: Last line, MCCONNELL stated that there may be “surveys” for the Women’s…

PEDRAZA motioned to accept the November 2009 minutes as amended. GALEZEWSKI seconded the motion. None were opposed. The November 2009 meeting minutes were accepted.

PRESENTATION

MCCONNELL asked Steve Troost to speak about the MSU Transportation Technical Team (TTT) recommendations. Mr. Troost first gave examples of what the MSU Environmental Stewardship Systems Team (ESST) recommended and encouraged persons to do, which included minimizing waste (i.e. double-sided printing), recycling and basic behavior changes that worked toward sustainability. He added that from the suggestions, they were looking into MSU students carrying out the research in regards.
Mr. Troost stated that the Transportation Technical Team was looking at:

1) Bicycle utilization study
2) Car-share proposal
3) Geo-/Ecomapping
   a. Locate heavy traffic areas
   b. Utilize Tri-County Regional Planning Commission (TCRPC) information already obtained
4) Conduct MSU student transportation survey

Under the bicycle utilization study, the TTT wanted to have bike lanes on all streets as reconstructed. Mr. Troost stated that what needed to be considered were the areas where, for example, trees and grounds may be affected.

Mr. Troost stated that the emphasis of their hierarchy fell accordingly; pedestrians, bicycles, mass transit, and vehicles. He added that Kathy Lindahl may grant funds to utilize various resources.

Mr. Troost stated that the bike utilization study’s primary intent was gathering data.

Mr. Troost reported that it was more dangerous for bicycles riding on the sidewalk versus bike lanes/roadways.

Mr. Troost stated that the bicycle traffic patterns along Farm Lane would be studied.

Steve Troost stated that Dr. Maleck would be conducting the Farm Lane bicycle counts in the spring. He continued that Kathy Lindahl wanted data gathered to provide a baseline.

MCCONNELL stated that 2010-2011 may provide the opportunity for the AUTTC to work in coordination with the TTT and the ESST. He added that the AUTTC at this time could provide more immediate input: suggestions, ideas, support, non-support.

POTTER stated that MSU employees who utilized University vehicles and who were mobile throughout campus may have valuable information on safety issues and locations of concern. He added that perhaps they could be surveyed to gather information.

Mr. Klusinske asked if the survey was based on E-bikes versus regular bikes.

Mr. Troost responded that the information would probably be based on regular bicycles. He stated that he could look into it.

Steve Troost stated that employee work schedules affected traffic. He continued that Brent Bowditch of Human Resources lead the task force regarding flexible
and alternative work schedules. Mr. Troost stated that one of the questions included whether employees would prefer telecommunicating (i.e. work from home one day a week). He added however, that supervisors were not asked the question.

MCCONNELL stated that flexible schedules could affect car-share.

Mary Lindsey-Frary reported that the ESST was looking into a car-share program that would allow University employees to lease vehicles on an hourly and/or daily basis. She continued it was recommended that a third party company run the operation and that the request for quotation (RFQ) would provide the best deal to campus, the least investment for the University, no loss of revenue from parking and employees not having to take care of the information. Ms. Lindsey-Frary stated that it would likely be a three-year pilot.

POLZIN commented that it appeared the focus of the car-share program was with faculty/staff versus students at this time. He questioned who moved more throughout the day, students or faculty/staff.

Ms. Lindsey-Frary stated that questions regarding student use of the car-share program would be asked on the student survey.

Ms. Lindsey-Frary reported that students at universities using the program comprised 70-90 of percent its utilization.

PEDRAZA stated that he would not want to move his personal car from a space and may utilize the system.

Mary Lindsey-Frary stated that it was about $7.00 - $9.00 per hour to utilize a car-share vehicle.

Ms. Lindsey-Frary stated that the vehicle may be used for department use and Transportation Services could be included. She stated that there would be an open RFQ from third parties and Transportation Services.

Mr. Troost commented that if the system was used just for convenience, then it may not last.

MCCONNELL stated that he was hopeful the RFQ would be out in the spring and ready to go in Fall 2010.

Steve Troost stated that the TTT wanted to roll the employee survey information into the Tri-County geo-/ecomapping. He continued that the Tri-County Regional Planning Commission already had MSU mapping data in its system.
Mr. Troost continued that the TTT was looking into ways to reduce commuting costs, incentives to run routes based on road usage and note patterns from transportation area zones. He commented that he was hopeful that they would be able to use the Tri-County Regional Planning Commission information.

PEDRAZA asked if Human Resources could provide information of where persons were traveling from.

Mr. Troost stated that the information was already in use.

MCCONNELL stated that it would be a more complex operation to gather motorized vehicle movement stats during the day rather than general enter/exit campus at beginning/end of work day.

Mary Lindsey-Frary stated that a student transportation survey was being developed. She continued that not all factors were yet determined regarding what information was going to be requested and how questions should be posed (to off-campus versus on-campus students). Ms. Lindsey-Frary stated that the ESST wanted to have the survey in the fall of 2010, however, they did not want to overwhelm the students with surveys.

BASWELL stated that it was a good point about asking the University to consider alternate work schedules; however, he expressed concern regarding those incentives possibly penalizing others (i.e. non-traditional shifts).

Mr. Troost replied that incongruities would need to be watched for and considered.

MARTENIUK stated that non-traditional times were not perceived as safe for walking or bicycling and persons may want to be driven.

MCCONNELL stated that drop-off/pick-up questions should be included in the survey.

MCCONNELL asked if the survey questions were posted online.

Mr. Troost stated he would check.

MCCONNELL thanked both Ms. Lindsey-Frary and Mr. Troost for their presentation.
SILVER received correspondence asking why the Parking Division was “just now” issuing violations from 2am-6am in the McDonel Loop.

RICE replied that there were a number of variables that could be considered. He added that the ratio of enforcers writing violations at one time (+/- six) versus the number of spaces on campus (approx. 25,000) may be a factor. He continued that the number one and two concerns of enforcement were disabled parking spaces and leased spaces, respectively.

RICE stated that if the person had further questions in regards, SILVER could have the person contact him.

LAND requested clarification of an adjacent bay.

RICE gave examples of the spaces along Red Cedar Road near Wells Hall (spaces along a road).

POLZIN stated that near South Kedzie Hall, that angled parking had been removed and there was only one parallel parking space.

RICE replied that with the angled parking, people had been parking on the sidewalk - blocking the door and the accessibility lane; therefore, it needed to redesigned. He agreed that there was inadequate space and was one of the worst areas for service vehicles to access, but had to default to what was thought the most important to implement.

PEDRAZA asked if persons could use the southeast corner and back up on the sidewalk.

RICE replied that a person could get a violation, but of greater concern, could cause injury to someone when backing up. He continued that the old plans and implementations now conflict with life styles and traffic.

POTTER reported that the snow plows had been dumping the snow onto the bike lanes near the exits of the Farm Lane underpass. He stated that he had contacted Landscape Services dispatch in regards.

Mr. Troost stated he should contact Adam Lawver of Landscape Services in the future.

RICE stated that snow removal was a huge undertaking on campus and that areas to plow were highly prioritized.

MCCONNELL asked about the proposed CATA route changes on the east side of campus. He stated that Virginia Martz had given KACOS information in regards and reported that there were 27 disabled individuals in Holmes Hall.
RICE replied that there were no stops lost in the deal for Holmes Hall; however, the great circuit route would no longer be in existence. He continued that next fall was the proposed implementation.

RICE reported that of 214 total motor vehicle accidents, 10 involved pedestrians/cars and 19 involved bicycles/cars.

LADUCA asked if there had been any pedestrian/bicycle accidents that occurred on sidewalks.

RICE replied that there had been, but the only time the Police Department would get the information would be if Olin reported injury from an accident or if a report was submitted to the department directly. He continued that while bicycles were not, according to current ordinance, allowed on the sidewalks, it was virtually unenforceable at this time. RICE added that University administration had been reviewing and looking to redo the bicycle ordinances.

LAND asked if tickets could be written to bicyclists riding on sidewalks at the Farm Lane and Auditorium Road intersection.

RICE replied that in doing so, it would bring to question if the police were being best utilized.

LAND stated that perhaps if it was done once, people would not do it any longer.

RICE stated that it made more sense to try to plan the physical environment versus educating by issuing tickets to the students.

YEBOAH suggested that on the ESST bicycle utilization survey, they include the question of why a person rode on the sidewalk (i.e. snow in bicycle lane, ride on plowed sidewalk).

POTTER iterated that the University did a good job of plowing.

Steve Troost stated that MSU Bikes was participating in the Academic Orientation Program (AOP) to help educate incoming students about bicycling on campus.

LADUCA asked if sidewalks could be marked and divided into pedestrian and bicycle lanes.

Gerry Gardner stated that areas that needed to be addressed for bicycles were at the Sparty Statue, the Farm Lane bridge near Erickson Hall and the Bessey Hall area.

POTTER stated that marking sidewalks was on the list of the Pedestrian and Bicycle Safety Subcommittee’s recommendations.
MCCONNELL asked if there would be a speed study of Service Road.

RICE replied that it may be next year until the study can be performed due to other study requests, such as pedestrian crosswalk studies.

DEPARTMENT UPDATES

CAMPUS PLANNING and ADMINISTRATION:

No update.

TRANSIT – CATA:

No update.

DEPARTMENT of POLICE and PUBLIC SAFETY:

RICE stated that there were no updates.

MSU BIKES:

POTTER asked about the mass transportation corridor study along Michigan Avenue and Grand River.

RICE replied that it was possible to get the federal government to enhance heavily-trafficked corridors. He continued that Lansing, Lansing Township, Meridian Township, East Lansing and MSU would be affected by the enhancement.

[Information regarding the Michigan Avenue/Grand River corridor enhancement may be found at http://www.migrtrans.org/]

POTTER questioned where bicycle lanes would go along the corridor.

POTTER asked about the Amtrak station proposal.

Mr. Troost stated the City of East Lansing had applied for a Transportation Investment Generating Economic Recovery (TIGER) grant and should know the decision regarding the grant in February.
RICE stated that the idea of rail from Grand Rapids to Detroit had been discussed.

Mr. Troost stated that MSU owned the land.

RICE posed parking as a concern, should a new station be built.

RESOURCE CENTER for PERSONS with DISABILITIES (RCPD):

PEDRAZA stated there were no updates.

Mr. Troost commented that Virginia Martz of RCPD had put together construction standards for crosswalks and she, PEDRAZA, RICE and Dennis Hansen were involved.

OLD BUSINESS

OUTREACH and EDUCATION:

MARTENIUK reported there were no updates

PEDESTRIAN and BICYCLE SAFETY:

POTTER reported there were no updates

VEHICULAR TRAFFIC and SAFETY:

LADUCA asked about the Lot 53/Farm Lane intersection traffic signal.

RICE replied that it had been taken care of for now until studies could be done.

LADUCA described the three-tiered system for parking that the subcommittee was looking to recommend. Options included faculty/staff being offered a commuter permit and utilizing Lot 89, the bus system, bicycling and/or walking; a commuter/faculty/staff permit which would allow for parking in Lot 89 at all times, but only employee lots during breaks and the summer; and, the regular faculty/staff parking permit allowing for parking in faculty/staff lots.

LADUCA noted that in the Big 11, MSU rates fell 8th or 9th in cost for faculty/staff parking privileges.
LADUCA stated that concerns regarding parking at the perimeter included people being able to attend to children on a moment’s notice or making appointments.

Mr. Troost stated that persons could use the CATA Clean Commute.

Mr. Klusinske stated that CTU members lacked flexibility in their jobs, having to be at their work at a particular time.

LADUCA stated that possible alternatives could be given on clock-in times [(i.e. after arriving at perimeter lot, clock in on the bus) or arrive earlier, etc.]. He continued that the savings in money to park in the commuter lot may not be convenient.

Gerry Gardner was concerned about safety during night time work hours for staff.

RICE replied that during the academic year, CATA had the Night Owl system (pick up at door, deliver to vehicle and vice versa). He continued that MSU could not afford to have CATA run during the summer months.

LADUCA stated that the 3rd party rental car (car-share) could be used during the day.

RICE stated that the marketplace approach seemed to work best for determining parking; although he noted, that the fairness issue remained.

Mr. Klusinske stated that the parking permits should be based on an individual’s pay rate.

LADUCA replied that persons may have to adjust expenditures in other aspects of their lives to obtain the permit that they want.

Mr. Troost stated that transportation choices were needed.

Mr. Klusinske stated that he supported flexible schedules and commented that flexible schedules increased employee morale.

RICE stated that both flexible and non-flexible jobs existed on campus and that some needed to remain set to serve the MSU community appropriately.

MCCONNELL stated that when framing their recommendations, the subcommittees should outline the current situation, state the problem they are trying to solve and provide a recommended solution. He stated that the information should be in Powerpoint presentation format so that it can be viewed at the February Construction Junction meeting with the Physical Plant. He continued that for the tiered parking permit recommendation, the rate structure be included so that the audience could give feedback.
RICE mentioned that the faculty/staff received campus bus transportation at no charge to them.

DENEAU stated that a marketing idea for those commuting may be to include a couple of meals from a campus venue.

LADUCA stated people may pay for the convenience of having their vehicle near versus saving money.

RICE iterated that Dr. Poston wanted parking options because parking costs will increase.

PEDRAZA stated that health care costs were now an issue and offering perimeter parking options may allow persons to save money to put toward their health care.

The meeting was adjourned at 1605.