PRESENT: BAILEY, BIDWELL, BUCKWALTER, FASHBAUGH, GARDNER, HARLEY, HUSSAIN, KACOS, KLEINHARDT, MCCONNELL, PEDRAZA, POTTER, A. RAPP, J. RAPP, RICE, SILVER, WIDDER

ABSENT: MARTENIUK, MASS, PROCOPIO, RHODES, SOFFIN

CALL to ORDER: 1406

ROUNDTABLE: No

LAST MEETING MINUTES: WIDDER requested clarification on the tenth page that the set of steps that Grounds needed to clear was the second, narrower set. HUSSAIN stated that the spelling of his name needed corrected. MCCONNELL requested that on the second page, mid-page under POTTER, that L.E.E.D. be added to specify the type of transportation credits. KACOS moved to approve the January minutes with amendments. RICE seconded the motion. All were in favor, none were opposed. January minutes were approved with amendments.

GUESTS: Dennis Hansen (Physical Plant Engineering Planning)

PRESENTATION: PEDRAZA thanked Mike Gardner for hosting the meeting.

PEDRAZA welcomed Dennis Hansen who was reporting on the Beal Street reconstruction project.

Mr. Hansen stated that MSU originally proposed the reconstruction of the Beal Street entrance off of Michigan Avenue to the Michigan Department of Transportation
(MDOT) in 2004. He continued that recently, MSU was given approval for the reconstruction and MDOT would be helping fund the project. Mr. Hansen reported that the original plan was for the Beal Street entrance reconstruction; however, most work in Phase I of the project would be along Michigan Avenue, near the Beal entrance, and would likely begin in 2010. He stated that at this point and time, the plan was to have a right turn only from Beal Street onto eastbound Michigan Avenue and then a Michigan left a Delta Street to access westbound Michigan Avenue. He stated that when traveling westbound on Michigan Avenue, a left turn access to Beal Street was currently included in the plans. Mr. Hansen stated that the reconstruction was planned to reduce traffic on Beal Street and encourage the use of Kalamazoo Street instead. He stated it was also proposed that the two-way section near West Circle Drive (Williams Hall) and the IM Circle become a one-way section.

POTTER asked if there were bicycle lanes planned in the Michigan Avenue portion of the project.

Mr. Hansen replied that East Lansing had seen the reconstruction as in concept and was okay with it, but it had not yet been shown to MDOT and was in the early stages of planning.

PEDRAZA asked if MSU had any say in including bicycle lanes along Michigan Avenue.

Mr. Hansen replied that MSU did not have much say, if any, regarding the inclusion of bicycle lanes along Michigan Avenue.

BIDWELL asked if the summer 2010 completion of Phase I could be accomplished.

Mr. Hansen stated that it should be able to be met at this time.

PEDRAZA asked if bicycle lanes would be added to the Beal Street entrance.

Mr. Hansen stated that it was pending and may be accommodated at a later point in time, but would not be included in Phase I. He continued that pedestrian counts
along the Beal Street sidewalks needed to be conducted before any plans were made along that part of the street.

POTTER stated that he believed the sidewalk on the south side of Beal Street, along the Red Cedar River was used most. He added that the area was used for various MSU races.

POTTER voiced concern regarding bicycling the steep grade along Beal Street because he knew of persons who had faulty or no bicycle brakes.

Mr. Hansen iterated that what he was presenting for this section of Beal Street was initial information, was still in planning and pedestrian counts would need to be conducted.

MCCONNELL asked about crosswalks along Michigan Avenue.

Mr. Hansen stated that they would be ADA (Americans with Disabilities Act) pedestrian crossing.

MCCONNELL asked if benches in the median along Michigan Avenue had been included in the plans.

Mr. Hansen replied that they had not at this point and time.

WIDDER stated that she supported keeping sidewalks along Beal Street and used either one during her walks at lunchtime. She added the location of crosswalks along Michigan Avenue would need to be considered due to safety issues, exampleing people darting across Michigan Avenue to access the Beal Street sidewalks.

PEDRAZA reminded that AUTTC members should use designated crosswalks not only for safety reasons, but to set an example to the MSU community on how to safely cross.

PEDRAZA commented that when turning left onto Michigan Avenue from Beal Street there was a right side blind spot, endangering pedestrians and bicyclists. He continued that he looked forward to the reconstruction and not having that blind spot.
PEDRAZA stated that Dr. Beal had planted some of the trees in the Beal Street area. He asked Mr. Hansen if they would be preserved.

Mr. Hansen stated that some of the smaller trees could be relocated. He added that the Austrian Pines were a concern and that adding 8’-10’ bicycle lanes would pose a conflict.

WIDDER asked if the World War I commemorative would remain.

Mr. Hansen replied that it would.

KACOS suggested placing a crosswalk west of Beal Street across Michigan Avenue.

Mr. Hansen stated that KACO’s suggestion would be considered.

KACOS asked if the buses would be able access westbound Michigan Avenue from eastbound Michigan Avenue by turning left at the Delta Street intersection.

Mr. Hansen stated that he suspected not.

BIDWELL stated that the buses would need a “loon” (essentially additional room) to make the turn.

Mr. Hansen iterated that he wanted to present the information to the AUTTC now to allow for AUTTC comments before the project plan was submitted to MDOT in the fall of 2009. He welcomed members to email him with input at hansen@pplant.msu.edu.

MCCONNELL asked if the AUTTC would be able to view tentative plans.

Mr. Hansen replied that members could and requested email addresses of the members. He stated that he needed the committee to email him with input regarding the Beal Street reconstruction within the next 4 – 5 days.

PEDRAZA thanked Dennis Hansen for his presentation.
PUBLIC COMMENT: SILVER reported that the pedestrian signal on the southwest corner of Farm Lane was not working.

RICE stated that he would call in regards.

PEDRAZA stated that it was an MDOT issue and iterated that the visual signal was not working.

HUSSAIN asked if the Farm Lane Underpass Project was on schedule.

FASHBAUGH stated that he heard a completion date of October 2009.

WIDDER asked the status of the art museum plans.

KACOS stated that he believed that the cost of the museum was still being negotiated, but did not know the status.

RICE read a correspondence from MSU employee David L. Carter, Ph.D., Director, Intelligence Program, School of Criminal Justice. Dr. Carter stated that the concept of perimeter parking, if forced upon the faculty, would work a significant hardship on the teaching process. He was also critical of the concept of leased parking spaces, especially those in the area of the administration building. RICE stated that he corresponded with Dr. Carter regarding the 2020 goal of perimeter parking and that Dr. Carter disagreed.

POTTER asked if there would be increased frequency with CATA to and from Lot 89 after the Farm Lane Underpass project was completed.

RICE replied that the CATA route schedule to and from Lot 89 worked well and that the railroad had been the main reason for delay. He continued that he did not think it would need more frequency.

WIDDER asked if the administration had been made aware of the disgruntlement of administrative lease spaces.

RICE replied that the spaces in Lot 11 were more apparent because they were concentrated in one area. He continued that the spaces were used by others than President Simon and Vice President Poston. He stated that while he could
not speak for all who used the spaces; many of the spaces were obtained for time utility reasons. RICE added that the revenue generated by departments leasing spaces buffered a greater increase in employee and student parking rates. He stated that currently, 128 Lease Space 13s were reserved for disabled individuals, including several in Lot 11 near the library. He added that there was no charge to individuals for a Lease Space 13.

J. RAPP asked why there was a huge number of MSU College of Law and Business College faculty who had lease spaces.

RICE stated that it was not a huge amount; rather, it was a concentrated number of spaces and appeared that way.

J. RAPP stated he had a friend who as an MBA student who had a leased space.

RICE stated he would like to have the name of the individual.

J. RAPP replied that he would not provide the name.

RICE stated that lease spaces issued in Lot 8 by Student Services and Lot 11 by the Main Library were capped and any additions would require the approval of Dr. Poston.

RICE reported that the requests for lease space 13 were increasing.

POTTER asked if the individuals with lease space 13 privileges paid for a parking permit.

RICE stated that they did not pay for the lease space, but paid for a parking permit.

PEDRAZA stated that if members or their constituents had questions, they could be vetted through the AUTTC representative who may best respond to the question.

WIDDER asked to whom she would report a pedestrian signal not functioning at Grand River Avenue and Harrison Road.

KACOS suggested she contact East Lansing in regards.
BAILEY reported that a visiting scholar from China recently died in a pedestrian/vehicle accident while crossing Mt. Hope Road at Harrison Road. He thought the AUTTC could help orient people on traffic issues.

POTTER asked if there were plans to have bicycle lanes along Harrison Road.

RICE stated that he could express the concern to the East Lansing planners. He continued that he had brought up issues in the past and that other individuals contacting them and expressing their concerns may help prompt action.

POTTER suggested that the committee might write a letter to East Lansing requesting bicycle lanes added.

PEDRAZA stated persons could express concerns individually, as a civilian.

MCCONNELL asked if the recommendation could be issued by the AUTTC to the East Lansing planners.

PEDRAZA replied that it could not and that the AUTTC advised Dr. Poston. He continued that guest speakers from different MSU departments, organizations and outside agencies were invited to present to the AUTTC.

MCCONNELL commented that issues were happening throughout the year, yet the AUTTC only recommended at the end of its annual session.

PEDRAZA replied that he was open to suggestions regarding AUTTC recommendations.

MCCONNELL asked if recommendations could be suggested throughout the year versus only once a year.

PEDRAZA stated that the AUTTC did meet with Dr. Poston and Kathy Lindahl with interim recommendations. He continued that as part of the AUTTC operating procedures that a recommendation was made at the last annual meeting in April.

POTTER asked if suggestions could be made more often to Dr. Poston.
PEDRAZA stated that the final recommendation has the review and committee approval. He added that the process was deliberate.

DEPARTMENT UPDATES:

MSU POLICE DEPARTMENT:

RICE reported that the design for the Auditorium Road (Ramp 2) parking structure would likely be moved off the river, possibly placed to the west of Kedzie Hall and the boulevard removed. RICE stated that improvements for pedestrian and traffic patterns in the area were being considered as well as possible changes to traffic patterns in the area. He continued that the cost and financing of the structure and the impact of parking rate increase may have on it had not yet been determined. He continued that parking rate increases were under active consideration.

POTTER asked if the AUTTC could see the design.

RICE stated that he would ask. He iterated that protocol needed to be followed and that the trustees usually got to view the design first.

WIDDER asked what would become of the vacated space once the current ramp was removed.

KACOS stated that it was not yet determined, however, some were enthused about it being a natural area, opening the view to the river.

RICE stated that the new structure may have two entrances and exits.

WIDDER inquired about the height of the new structure.

KACOS replied that it had not yet been determined.

POTTER asked if the service parking lot behind Bessey Hall would remain.

RICE stated that he thought it would, but that it may be smaller.
PEDRAZA asked if there was a planning team.

RICE replied that there was and that it would probably grow as the process continued. He added that if and when the new parking structure was approved to be built, he believed that there would be a lot of public input.

WIDDER asked if the possible site discussed for the new Ramp 2 would eliminate the area north of the Computer Center as the Morrill Hall replacement.

KACOS stated that a recommendation would be made to add to Wells Hall for the distribution of Morrill Hall faculty and staff.

BAILEY asked how its namesake (deceased U.S. Representative Justin Morrill of Vermont) would be recognized after Morrill Hall had been razed.

KACOS stated that Morrill would be commemorated with the importance of the Morrill Act highlighted; however, he did not have the details at this time.

BAILEY iterated that it was important to commemorate the contribution of Morrill.

CAMPUS PLANNING AND ADMINISTRATION:

KACOS: None

TRANSPORTATION:

BIDWELL stated that when Wilson Road closed, CATA routes 30, 33 and 35 detours would be adjusted. He continued that some info had been distributed already and members could email him for materials regarding the detours. BIDWELL added that the information would be on the CATA website when the detours were in effect.

BIDWELL reported that there had been an increase of service and buses to Route 26.

BIDWELL reported that there would be some route changes during construction in Spartan Village.
BAILEY inquired who could speak to his constituents regarding the temporary changes.

BIDWELL replied that BAILEY should contact him in regards.

PEDRAZA asked SILVER if RHA was aware of the detours.

SILVER stated that he would present the information to the RHA.

BIDWELL stated that Adam Koivisto, MSU University Apartments Manager, had been sent information regarding the CATA detours.

POTTER stated that on the MSU Bikes website and advocacy program page, there was a link to SeeClickFix which was a website to register issues such as potholes, poor road conditions, etc. He continued that Lansing was interested in interfacing with the system so that they could check issues. He added that he thought it would be a good system to use at MSU and had shared the information with Dennis Hansen.

MSU BIKES:

POTTER reported that he had been working with some journalism students on a bicycle video for the Academic Orientation Program (AOP). He stated that it would include safety, registration and how to lock a bicycle information on the video.

PEDRAZA asked if the AUTTC could view it.

POTTER stated that he would forward it to the committee when it was finished.

OLD BUSINESS:

PEDRAZA asked that the subcommittees share their reports.
PEDRAZA stated that MARTENIUK had provided him with the Communication Subcommittees interim report and was reporting on her behalf.

PEDRAZA thanked Karen Zelt of the Physical Plant for allowing the AUTTC to present its interim reports at the February Construction Junction. He stated that he wanted this presentation to continue next year and that it had received favorable response.

MCCONNELL stated that the Pedestrian and Bicycle Safety Subcommittee achieved the least on working with other subcommittees. He continued that there were some charges but the committee lacked available resources to pursue them.

RICE stated that it was his sense if there was a reasonable request and a decent proposal, Dr. Poston may support it with some funds.

BAILEY believed that Public Service Announcements may be an item the Communication Subcommittee may want to look into. He added that they could be shown on RHA TV or between RHA movies.

PEDRAZA added that he thought the RHA as an untapped resource.

GARDNER thought there needed to be more coordination between committees and the AUTTC representatives dispersing information.

PEDRAZA stated that perhaps each organization representative could share what the organization was doing or invite AUTTC members to organization meetings.

GARDNER stated that the Pedestrian and Bicycle Subcommittee report was basically the same as the interim report shared at the Construction Junction meeting in February. He added that MCCONNELL was working diligently with Dennis Hansen regarding pedestrian and bicycle parking concerns regarding the Lot 89 expansion.

MCCONNELL highlighted paragraph #7 of the Pedestrian and Bicycle Subcommittee’s recommendations. The recommendation included alleviating cyclists getting
trapped by right-hand turning vehicles, room for expansion on the number of bicycle racks in Lot 89 and if bicycling on sidewalks was acceptable or that they had to travel on the roads.

POTTER stated that he believed that the University was trying to support bike lane use.

MCCONNELL stated that he believed that the project team process seemed to work well, but wondered where the bike facilities plan fell.

MCCONNELL asked if the AUTTC tweaked a design or suggestions were to be made prior to it being designed.

PEDRAZA responded that Kathy Lindahl would address items at the meeting and generally assigned the task.

SILVER reported that the RHA had a meeting next week that President Simon would be attending.

There were no comments or questions; however, PEDRAZA thanked SILVER for offering to present questions at the RHA meeting on behalf of the committee.

J. RAPP reported that the information in the interim report for the Vehicle Traffic was the same as presented at the February Construction Junction. He asked if there were questions in regards.

BIDWELL stated that there were some language revisions that he suggested could be made outside of the meeting and wanted to make sure that the recommendations reflected the decision of the subcommittee.

PEDRAZA stated that the revisions should be made as the committee saw fit and they would be voted on at the April meeting.

PEDRAZA requested that J. RAPP send the revisions to him.

J. RAPP stated that one of the issues the Vehicular Traffic Subcommittee suggested was that when on University business and using a University vehicle, that if transporting minimal items or none at all, that passenger vehicles versus
cargo vehicles be used because they were generally more fuel-efficient.

RICE stated that the Committee for Sustainable Campus (CSC) was working on the issue. He added that the University was looking into and that it was detailed.

MCCONNELL asked if the AUTTC wanted to speak to that issue.

PEDRAZA replied that perhaps we should ask MARTENIUK to report on what the CSC was working on. He noted that there had been a survey distributed asking about traffic, transportation and bicycling.

MCCONNELL suggested that one committee work on an issue or that there be communication between University committees.

GARDNER commented that why work on an issue when it was being worked on by another committee.

PEDRAZA asked that members report overlaps in University committee efforts.

MCCONNELL asked if the recommendations should be worded as the AUTTC recommending or the subcommittee recommending.

PEDRAZA stated that the wording should be worked out now.

MCCONNELL stated that he was concerned that the subcommittee recommendation would reflect the AUTTC as a whole. He exampled the language on page 10 of the Interim Annual Report, under the Vehicular Traffic Subcommittees recommendations and noted the word “overwhelmingly” being used to describe the subcommittee’s position in support of the SBA/COGS bill 116-002.

PEDRAZA stated with the upcoming Cyclotron project as well as other projects, carte blanche Wharton Ramp visitor section parking privileges should not be issued.
J. RAPP replied that the SBA/COGS bill’s emphasis was Ramp 3; however, that it had been moved to include the Trowbridge Road Ramp (Ramp 5) as an option because it had underutilized space and was not specific to Ramp 3 or Ramp 5. He suggested that the privileges could be grandfathered in, first come, first serve or may be utilized one year, but not the next, depending on circumstances on campus.

PEDRAZA stated he did not support the COGS/SBA bill.

PEDRAZA stated that there was still time to revise the subcommittee recommendations. He continued that they needed to be clear and specific.

J. RAPP stated he didn’t know what the FRIB (Facility for Rare Isotope Beams) loads were and needed data for Wharton Ramp.

KACOS stated that there were projections that construction of the Cyclotron facility would start in 2013.

PEDRAZA requested that revised subcommittee reports be submitted to him by April 01, 2009. He added that he would not be serving as chair next year and that a new one would need to be elected for 2009-2010.

BIDWELL thanked PEDRAZA for serving.

GARDNER motioned to adjourn. PEDRAZA seconded the motion. All were in favor, none were opposed. The meeting was adjourned.