ALL UNIVERSITY TRAFFIC AND TRANSPORTATION COMMITTEE  
Meeting Minutes  
September 24, 2009

PRESENT: BIDWELL, BOWMAR, BUCKWALTER, DENEAU, FASHBAUGH, HARLEY, KACOS, LADUCA, LAND, MARTENIUK, MCCONNELL, NOWICKI (for BASWELL), PEDRAZA, POLZIN, POTTER, RICE, SHAMASS, SILVER, WEINER

ABSENT: GALEZEWSKI, KLEINHARDT, RHODES, SOFFIN,

GUESTS: Dr. Fred Poston – Finance & Operations VP & Treasurer  
Nancy Gray – CTU (Clerical Technical Union)  
Bob Nowicki – APA/APSA (Administrative Professionals Assoc./Administrative Professional Supervisors Assoc.)  
Andrew Brieschke – CATA (Capital Area Transportation Authority)

CALL TO ORDER: 1400

ROUNDTABLE INTRODUCTIONS: Yes

LAST MEETING MINUTES: RICE motioned to accept the April 2009 minutes. FASHBAUGH seconded the motion. With friendly amendments to the fifth page clarifying that POTTER was stating that there were ...options available to the level of service, and corrections to the spelling of a couple names, all were in favor of accepting the minutes and none were opposed. The April 2009 minutes were approved as amended.

PRESENTATION: Dr. Poston reviewed where the AUTTC had been in previous years. He stated to the members that they were representative of the groups on campus. Dr. Poston commented that the AUTTC kept the University anchored in what was happening on campus. While he stated that pedestrian safety was still an issue, Dr. Poston reported that the University had developed a notable safety record in reducing car to car traffic accidents. He added that he was proud of the University’s safety record and that he believed the debriefings after major accidents helped guide what could be done to reduce or avoid accidents in the future. Dr. Poston reported that revenue from parking violations was paying the debt service to restructuring intersections.
Dr. Poston stated that he was relying on the AUTTC listening to comments and concerns to help guide what the University may need to work toward.

Dr. Poston commented that the AUTTC was well organized and had provided excellent leadership. He thanked former chair PEDRAZA for his past leadership and his continuing to serve on the committee.

Dr. Poston welcomed all and thanked all for serving.

MCCONNELL asked Dr. Poston if he would provide some examples of what projects may be in the future.

Dr. Poston stated that bicycle lanes were being added as roads were updated and that it was estimated that within 3-4 years bike lanes would exist throughout campus.

Dr. Poston commented that with a number of bicycle/pedestrian accidents on campus and the promotion of bicycle use, policies would need to be reviewed.

Dr. Poston stated the Bessey Hall Ramp needed replaced and that while it would be expensive to build in the same area, the interest was to not subtract green space from the MSU community. He continued that the president put the project on hold last year.

RICE stated that the estimated project start date was 2012 or 2013 at the latest as the structure was in need of being razed and a new one built in its stead.

Dr. Poston stated that traffic counts and data would be gathered after the Farm Lane Underpass was completed and the affects of its completion monitored.

Dr. Poston mentioned that there would be CATA contract negotiations in the future.

Dr. Poston reported that construction projects on campus had dwindled due to current economics and exampled the Lot 89 (commuter lot) extension as being shelved at this time due to the projected expense. He added that persons had expressed interest in placing a bicycle storage facility in the commuter lot; however, noted that it would be an expensive endeavor.

Dr. Poston stated that the Facility for Rare Isotope Beams (FRIB) project in connection with the National Superconducting Cyclotron
Laboratory was a $500 million project that’s start date was at the earliest, 2013.

Dr. Poston reported that money was still being raised to meet the $45 million planned to build the new modern art museum. He stated that the project may start next summer. He continued that road projects in the area, including the East Circle Drive and Farm Lane intersection, would occur after versus before its construction so that construction vehicles would not damage the new roadwork.

Dr. Poston stated that East Lansing believed that the museum would be a significant draw and would help promote the city (pedestrian, school bus traffic).

LAND asked if Dr. Poston would expound on the FRIB project to familiarize him with it.

Dr. Poston stated that MSU competed for the design and the site of the FRIB and was awarded it by the Department of Energy after coming up with an evolving idea for about ½ the cost that the competitor proposed. He continued that a benefit of establishing the FRIB here was that it drew researchers from around the world. Dr. Poston stated that the FRIB had to be located near the cyclotron in order to maintain the planned cost. Dr. Poston stated that safety was a concern; therefore, deep ditches would need to be dug to house the FRIB. He continued that with the construction would come some challenging road closures.

MCCONNELL commented that disruptions were an opportunity to rethink and look at issues.

Dr. Poston agreed.

POTTER asked if the Bogue Street/Shaw Lane intersection would be reconstructed.

Dr. Poston replied that he had not yet seen a design that would work and that while accidents were initially up with the traffic circle, that after signing and painting the area, a reduction in accidents had been seen.

Dr. Poston reported that Morrill Hall did need razed and it looked like 2012 for the demolition. He added that it was a wood-framed structure with a brick exterior. Dr. Poston continued that issues that needed to be considered were the relocation of faculty/staff and
students and possible programmatic advantages to combining similar departments as well as site location.

Dr. Poston stated that the Michigan State Police (MSP) leased the land from MSU and that when MSP moved out, MSU could move in. He continued that the Department of Management and Budgets wanted to put other groups in the building. Dr. Poston stated that he personally thought that the land be used for MSU peripheral and special events parking when the University regained it. He continued that the radio tower already established would remain for MSP use. He stated that the building/area would need an environmental assessment.

PEDRAZA asked if the Olin Health Center would be moved.

Dr. Poston stated that the provost has been looking at updating the health team system and that students had voiced interest in the system being open at night and were concerned about the costly ambulance rides to seek care at another facility. He continued that updating the system was likely to occur, but that it was in the planning stages. He stated that the use of Olin would need to be considered if the system was updated.

CORRESPONDENCE:  None

DEPARTMENT UPDATES:

Campus Planning & Administration: KACOS reviewed the campus masterplan, (www.2020vision.msu.edu). He explained the purpose of the masterplan, its driving changes, its circulation planning principles, its parking planning principles and future considerations. One of the future considerations was moving toward the center of campus becoming pedestrian based and not traffic/parking based.

KACOS reported that CATA was sponsoring a regional survey (www.migtrans.org) encouraging the community’s feedback regarding the Michigan Avenue and Grand River Avenue corridor–from the Capitol to the Meridian Mall in Okemos.

MCCONNELL asked KACOS to expound on the group that handles traffic engineering on campus. KACOS stated that it was comprised of Campus Planning and Administration, Engineering Architectural Services and the MSU Police Department. He
continued that Dr. Tom Maleck lead the traffic engineers and that the police department oversaw the engineers. KACOS stated that Dr. Maleck was regularly consulted.

**Police Dept.:**

RICE reported that the MSU Police had served the University since 1928. He stated that they were allowed to set some ordinances. He continued that based on the ordinance, the traffic engineering function came under the Police/Parking. RICE stated that the Police Department provided ¼ of Dr. Maleck’s salary and support.

RICE stated that the parking system was self-supporting and that in 1983 the Board of Trustees made the parking infrastructure self-funding.

RICE stated that there are times that Physical Plant projects do benefit parking (new pavement in lots, etc.); however, he reported that the campus infrastructure improvements were vastly made using revenue from mostly parking (meters, pay lots), including the Grand River Avenue Ramp, Shaw Ramp, Trowbridge Ramp, etc.

POTTER asked if accident statistics were available.

RICE replied that they were in the MSU Police Department’s annual report.

MCCONNELL stated that RICE had brought some copies of the Facilities and Infrastructure should members want to peruse them. He added that they were available online as well.

SILVER asked why some parking lots were changed to being reserved for employees 24 hours/7 days a week near Case Hall.

RICE replied that staffing levels had shifted from Wonders Hall to Case Hall.

**Capital Area Transportation Authority (CATA):**

BIDWELL stated that CATA was the region’s transportation authority and had been serving the MSU campus since 1998. He reported that MSU had been an important part of the approximate 11 million rides ridden over the past year.
BIDWELL stated that CATA reviewed routes with MSU.

BIDWELL stated that a new route, 39, had been established that served transporting Spartan Village and University Village Apartments residents to the center of campus more expediently. BIDWELL stated that concerns regarding the route be forwarded to him.

BIDWELL stated that night routes had been changed to correspond with the morning routes to encourage consistency.

BIDWELL commented that he was looking forward to the Farm Lane Underpass Project to be completed so that Route 32, which ran from the commuter lot to the Shaw Lane hub, could be re-established.

BIDWELL mentioned that CATA had a trip planner feature found on Google Transit.

BIDWELL stated that the idea of implementing automatic vehicle location (AVL) was being planned and may be about 5 years down the road. He continued that this feature would allow for persons to check their phones and track a bus’s location.

BIDWELL stated that MSU faculty/staff bus pass privileges were now on the new Spartan IDs.

BIDWELL reported that stimulus funds helped improve garage facilities. BIDWELL stated that they obtained two new, diesel/electric hybrid articulated (Artic) buses (12 total now). He added that buses that were retired were being replaced with the hybrid buses. BIDWELL stated that CATA was in process of obtaining two new trolleys for its Entertainment Express between East Lansing and Lansing.

POTTER mentioned that he had heard that MSU had won CATA’s Clean Commute Contest.

BIDWELL stated that he was not certain.

SILVER asked why the AVL was 5 years down the road.

Andrew Brieschke of CATA responded that it was a very robust system and would not only serve the bus location function for the customer, but would monitor the operator, vehicle systems, etc.
POLZIN asked what the implications would be if the mileage did not pass.

BIDWELL replied that MSU would still receive service based on the contract.

**MSU BIKES:**

POTTER stated that MSU BIKES being formed was a result of an AUTTC recommendation in the spring of 2006.

POTTER reported that the MSU BIKES was busier than ever and believed that it may be due to the push for environmental stewardship, an increase in gas prices, bicycles being viewed as a transportation tool, not just as recreational and that service was provided to students, faculty/staff and visitors.

POTTER stated that the Academic Orientation Program (AOP) held bicycle tours in the evenings that MSU BIKES assisted with. He also stated that a bicycle safety video created by a group of Communication Arts and Sciences students was being run by RHA prior to showing movies.

POTTER reported that MSU BIKES is one of the only owned and operated bicycle shops on a University.

POTTER stated that MSU BIKES took over the canoe rentals on campus.

POTTER suggested that bicyclists on sidewalks and crosswalks be a topic that the AUTTC may explore.

POTTER stated that East Lansing was developing a non-motorized transportation plan which was online (http://www.cityofeastlansing.com/Home/Departments/PublicWorks/NonMotorizedTransportationPlan/) and suggested MSU could interface with them to improve areas where major campus roads intersect with the city.

**OLD BUSINESS:**

MCCONNELL asked the members to review the AUTTC Operating Procedures and provide any suggestions.

MCCONNELL stated that only one suggestion had been brought to his attention prior to the meeting. Due to the number of members in each union, it was suggested separating the APA/APSA group and have each union represented by an
individual instead of just one individual representing both. MCCONNELL asked that it be taken under consideration at this time, but tabled until the next meeting.

MCCONNELL asked if there were any questions regarding the AUTTC Operating Procedures. There were none.

MCCONNELL asked that members look over and discuss the 2008-2009’s final recommendations within their subcommittees and figure out which items could be implemented.

NEW BUSINESS: MCCONNELL encouraged subcommittees to set meetings outside of the monthly AUTTC meetings. He added that communication may have to be via email at times.

PEDRAZA added that the meeting start time had been changed from 3 PM to 2 PM to allow for subcommittee work between 4 PM – 5 PM.

MCCONNELL stated that there were three subcommittee categories he requested that members join:

1) Outreach/Education
2) Pedestrian and Bicycle Safety
3) Vehicular Traffic Safety

MCCONNELL asked for volunteers for the chair or co-chair positions of each subcommittee. Each chair volunteered.

AUTTC Subcommittees were established as follows:

OUTREACH/EDUCATION
Chair: MARTENIUK
Co-Chair: LAND
Members: POLZIN
         BIDWELL
         SHAMASS

PEDESTRIAN and BICYCLE SAFETY
Chair: POTTER
Members: SILVER
         PEDRAZA
         BOWMAR
VEHICULAR TRAFFIC SAFETY
Chair: FASHBAUGH
       WEINER
       LADUCA
       DENEAU

MCCONNELL asked that the subcommittees familiarize themselves with the recommendations.

The meeting was adjourned for subcommittee work.