

AUTTC Annual Recommendations 2023-2024

East Residential District Circulation Study. With the advent of the Wilson Road extension to Hagadorn Road, the Meridian Township Lake Lansing Trail (Phase I), expanding student housing, and continuing programmatic growth of university facilities along the Hagadorn Road Corridor, additional resources for non-motorized circulation is desired.

- **The AUTTC recommends that a traffic and circulation design study be conducted for the eastern portion of campus (between Grand River Avenue and Service Road) with the goal of enhancing non-motorized circulation. Consider a budget range of \$50,000 to \$75,000.**

Bicycle Theft Reduction Program: Bicycle theft on the MSU campus has been recognized as a problem since at least the 1970s, and the worldwide boom in bicycle use during and since the pandemic has exacerbated this, as thieves respond(ed) to the spike in demand. High theft rates incentivize the purchase of cheaper bikes which tend to be less well-maintained and less safe to operate, and more prone to impoundment following abandonment. Negative public commentary within the campus community on the bike theft topic (namely between Spartan parents concerned with their student's property) continues to be very prolific. With these factors in mind, we see the need to formalize and publicize an official MSU Police anti-bike theft campaign to reduce this ongoing problem on campus.

- **The AUTTC recommends the implementation of a bike theft reduction program developed and successfully tested on campus by MSU Police officers in the fall of 2022 in partnership & with the material support of MSU Bikes. Similar programs have been successful at many other universities around the country.**

Pavement Markings: The committee has heard numerous reports of pavement markings related to our bike lanes and off-road pathways are illegible or require repeated requests and years to get repainted, yet other road markings (like pedestrian crosswalk markings) appear to be redone year to year without special requests. The sub-committee representatives met with IPF Landscape Services (in 2020-2021) and discussed issues related to securing work from vendor(s), and the possibility of having this work done in-house to help reduce costs to MSU. This has been a perennial issue before the committee, and a long-term solution is considered a high priority. The following recommendation by the AUTTC is provided with an emphasis on student safety in mobility.

- **The AUTTC recommends that IPF Landscape Services devise a long-term strategy via Service Level Agreement (SLA) to ensure pavement markings on both roadways and shared use pathways are maintained to maximize visibility for campus road users. The SLA should be publicly posted on the IPF website and include methods for correspondence such as IPF Customer Service. A cost study should be completed to determine expenses for in-house or contracted services. Once the budget is determined, funding should be allocated accordingly. IPF should establish an open order contract with a reliable vendor. An IPF Landscape Services member associated with paint markings is requested to join the AUTTC each year to review annual progress and plans.**

Pedestrian Crosswalks: Pedestrian crosswalks are a point of confusion for both pedestrians and drivers of motor vehicles. By current Michigan law, motor vehicles are not required to stop for pedestrians unless pedestrians have entered the crosswalk, leading to potential safety issues and uncertainty as to whether a motor vehicle will stop. During class change times our roadways become nearly impossible to

cross for pedestrians as motor vehicles rarely yield to those waiting to cross, which can lead to dangerous behavior on the part of both motor vehicle drivers and pedestrians. Knowing that as a research organization MSU has the option to test different concepts as well as facilities on our campus by state law and even make our campus laws stricter than state law, we recommend exploring ways to make our campus safer for pedestrians attempting to cross our busy roads.

- **The AUTTC recommends that the MSU Department of Police and Public Safety conduct a study to review ordinances from jurisdictions (like Ann Arbor, MI) requiring motor vehicles to stop for pedestrians intending to cross at a crosswalk with the possibility of revising the university ordinance.**

High-powered Elect-assist Devices Operating on Campus: Campus ordinance and most neighboring communities (as well as the State Motor Vehicle Code) restrict faster modes of travel to roadways and prohibit use on sidewalks for the safety of pedestrians and other slower modes of transportation. Since wider off-road mixed-use paths are intended for speeds up to that of typical pedal-operated bicycles, the AUTTC believes it is desirable and safer for higher speed electric-assist vehicles to only operate in the road and not be allowed to operate on our mixed-use paths.

- **The AUTTC recommends a pilot program to implement a 15mph speed limit on the Campus River Trail as part of an educational/monitoring campaign. The campaign would measure the extent of the problem and provide education to encourage safe riding behaviors.**

Unsafe Intersections for Bicycling/Micro-mobility Users: MSU is a nationally recognized gold award winning Bike Friendly University, yet campus has two intersections that are unsafe to national standards for bicyclists and micromobility users; these need to be repaired and/or resolved to be made safe. There are two intersections on campus that have bike/micromobility lanes to the right of right-turn only motor vehicle lanes which is a well-established unsafe design. In both cases bicyclists commonly go straight ahead, especially at Farm Ln. heading south of campus. The second one is at Shaw & Harrison. One of the two bike lanes (Farm Ln. at Mt. Hope Rd.) has been temporarily closed for roughly six months while waiting for a permanent solution to be addressed. The problems were reported many years ago by committee members and haven't been repaired/resolved.

- **The AUTTC recommends a review of the unsafe bike facilities on campus to determine the best permanent fix for them to avoid the well-known "right hook" type crash resulting from such designs.**

Crosswalk Visibility: AUTTC has observed the increasingly heavy use of crosswalks by pedestrians and micromobility users, and recognizes that while against our campus ordinance, are seeing higher levels of faster moving electrified micromobility devices. All these pathway users need to be in plain sight of oncoming motor vehicle traffic at intersections for their safety. We currently have several crossings with visibility limitations that create potential blind spots that could result in serious injury or worse.

- **The AUTTC recommends that wherever trees, shrubbery and other brush are found to exist too close to crosswalks we recommend their immediate removal and keeping such growth out of these sightlines of our crosswalks in the future.**