

Pedestrian Safety Task Force Report



April 16, 2010

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President Eisler appointed a campus-wide Pedestrian Safety Task Force in November 2009 as a result of this topic being identified in the University Strategic Plan. The Strategic Planning and Resource Council (SPARC) also acknowledged the need for such a task force and encouraged the appointment of such a group as part of their fall 2009 meetings.

Charge

Pedestrian safety is a topic of paramount importance for Ferris State University. The safety of our students, employees and guests is a matter of the highest priority and continuing concern for our community. Recognizing this, the establishment of a Pedestrian Safety Task Force (PSTF) was recommended by the Strategic Planning and Resource Council at their meeting on Friday, October 16, 2009. This group's efforts will build upon efforts already made in this area.

The Pedestrian Safety Task Force is empowered to –

- Solicit input broadly from the campus and community regarding observations and experiences with pedestrian safety and possible solutions to these challenges.
- Consider possible actions with streets controlled by the University and through consultation with appropriate city and state officials, with streets controlled by the City of Big Rapids and the Michigan Department of Transportation.
- Identify and report recommendations with estimated costs and a potential timeline for these actions.

The Pedestrian Safety Task Force is encouraged to consider carefully current conditions, future developments as identified in the Campus Master Plan, and tangible ways to improve pedestrian safety through education efforts, behavior change, and physical improvements in the campus.

Membership

A very conscious and deliberate effort was made to get a broad cross-section of faculty, staff and students across campus in addition to someone from the Big Rapids Department of Public Safety and the Michigan Department of Transportation (MDOT) to be part of the Pedestrian Safety Task Force. Input was sought from a number of individuals to receive nominations of individuals who would have interest in this topic including interest in actively participating in the task force. The task force membership is as follows:

1. Andy Karafa, Social Sciences Department Head
2. Claire Gould, Student Government President
3. Deb Cox, Educational Counseling/Disabilities Services
4. Frank West, Public Safety Director Big Rapids
5. John Linnen, Mathematics Assistant Professor
6. Mark Van Lent, Counselor
7. Marty Bledsoe, DPS Director
8. Mike Hughes, Associate VP Physical Plant
9. Mike Mignano, Golf Coach

10. Nick Greenway, DPS Officer
11. Pam Augustine, MDOT Traffic Engineer (Howard City)
12. Robert Eastley, Construction Management faculty
13. Shelly Armstrong, UA&M Associate Vice President
14. Travis Cervantez, Student Government representative
15. Jerry Scoby, VP for Administration and Finance, Chair

While not part of the Pedestrian Safety Task Force, Morgan Toms from Student Government made significant contributions to this report through her work on the Student Government Pedestrian Safety report.

Past Progress

As this group was formed and began its deliberations we acknowledged that while there are always ways to improve any system, Public Safety, Student Government and Physical Plant have worked together for a number of years to help make the campus safe for pedestrians. The most notable set of changes to the campus environment to improve pedestrian safety occurred in 2002 and 2003 when the median development occurred on State Street from Morrison Street to Knollview Street. These improvements reduced the number of places that pedestrians cross State Street.

The Three “E’s”

A common way to approach improvements in pedestrian safety matters is through the three “E’s” referring to engineering, education and enforcement. The task force adopted this general outline to help organize our approach to this topic. The group served as a “committee of the whole” in the area of engineering, and that is where the group spent 90% of our time. The task force was served by two sub-groups that reviewed alternatives for improving pedestrian safety education and enforcement. Each of these three is discussed in greater detail in this report.

Input

One of the things that the task force was very deliberate about was using multiple strategies to seek and collect input from the campus community. In addition to the obvious approach where the campus was able to share ideas and input with any member of the task force other approaches used included establishing a discussion tab on the FSU Facebook site for this purpose, conducting three campus-wide forums on pedestrian safety, providing a comment board in the first floor of the Arts & Sciences complex (more specifically in Starr) and acquiring significant and very valuable input from Student Government.

Student Government Input

There were two members of Student Government who were invited to participate as members of the task force. These individuals included Claire Gould, president of Student Government, and Travis Cervantez. While the Student Government participation was helpful during some of the task force meetings the Student Government Task Force on this topic, lead by Morgan Toms, did an incredible job of assessing nearly every crosswalk on campus. The result of that diligent review is a 26-page report that included documentation on 42 campus crosswalks. The task force was so impressed with the work of Student Government that many of the recommendations in that report were adopted and included herein. We would like to thank and commend Student Government for a thorough job in reviewing campus crosswalks and pedestrian safety in general in a very professional report developed and shared with the Pedestrian Safety Task Force.

Engineering Overview

In general, the Task Force considered the campus Master Plan as an early part of the group's deliberations. In the context of engineering strategies, the Task Force focused on practical, low cost strategies to further the pedestrian safety efforts. Given the budget constraints in the current State economic environment, the Task Force did not incorporate specific strategies to advance aspects of the Master Plan that would call for building larger parking areas on the perimeter of the campus (referenced on page 31 of the Master Plan), closing the internal campus ring road (referenced on page 39 of the Master Plan), and the corresponding "need for a coordinated campus shuttle bus system" (referenced on page 31 of the Master Plan). These multi-year goals are still part of the Master Plan document for the longer term development or reshaping of the campus.

Below is a very complete inventory of crosswalks on the campus including a description of the location, comments, recommendation, cost estimate and a picture of the crossing. In some cases the Task Force asked our traffic engineers from Hubbell, Roth, & Clark, Inc. from southeast Michigan to review our recommendations to help improve the likelihood that the implementation of recommendations would achieve the desired results and not generate unintended consequences. In a few cases, the technical traffic engineering review is still in progress, and is so noted in those cases.

1. Wesley House

- a. Location: Campus Power Plant crossing South Warren to The Wesley House
- b. Comments: No crosswalk
- c. Recommendation: Add a crosswalk at this location
- d. Estimated cost: \$100
- e. Proposed timing: Summer 2010
- f. Picture:



2. Intersection of North Campus Drive and East Campus Drive.

- a. Location: Between Masselink Hall and the Science Building
- b. Comments: Most drivers roll through the stop sign with lack of concern for pedestrian safety. Some vehicles even bottom out in the middle of the intersection because they are driving too fast or not stopping in order to get ahead of pedestrians.
- c. Recommendation: This crosswalk needs no improvements at this time. The task force recommends spot enforcement at these locations.
- d. Estimated cost: \$0
- e. Proposed timing: Periodically through 2010
- f. Pictures:



3. Triangle at North and East Campus

- a. Location: Between the Science Building and Rankin Student Center
- b. Comments: Visibility is very poor and cars drive recklessly and fail to yield at the sign. It is most difficult to see around the cars parked at The Rankin Student Center.
- c. Recommendation: Eliminate the curved part of the road and just have the current four-way stop. This would reduce confusion in this area on the part of drivers and pedestrians, and reduce the points of interaction between drivers and pedestrians. The current yield signs would be eliminated as part of this change. As many as possible of the displaced parking spaces would be made up with new parking spaces along the new curb lines.
- d. Estimated cost: \$35,000
- e. Proposed timing: Summer 2011
- f. Picture:



4. East Campus Drive

- a. Location: Masselink crossing East Campus Drive to Rankin Center
- b. Comments: Parked cars block half of the crosswalk
- c. Recommendation: There are no proposed changes to this crosswalk at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



5. East Campus Drive:

- a. Location: Carlisle crossing East Campus Drive to Rankin Center where the stop sign is located
- b. Comments: Drivers fail to stop at the sign.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



6. East Campus Drive

- a. Location: Carlisle crossing East Campus Drive to Rankin Center, with no stop-sign
- b. Comments: Parked cars block half of the crosswalk. The crosswalk does not lead to the main entrance of Carlisle.
- c. Recommendation: The Task Force considered the recommendation from Student Government to add a crosswalk at the main entrance to Carlisle but given there are so many crosswalks in that one block area of East Campus Drive the task force recommends no changes at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Pictures:



7. East Campus Drive

- a. Location: Swan Building crossing East Campus Drive to The Rankin Student Center
- b. Comments: There is not a stop sign here, yet there is heavy traffic flow of pedestrians exiting Swan, Johnson and The National Elastomer Center Building. A lot of drivers also roll through the stop sign located by the back entrance of The Rankin Student Center. This becomes dangerous because the visibility is limited due to the curve and the parked cars.
- c. Recommendation: The Task Force considered the Student Government recommendation to add a stop sign at this crosswalk and decided it would be more advantageous to place them in other locations as noted in #9.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



8. East Campus Drive

- a. Location: Rankin Circle to The National Elastomer Center Building
- b. Comments: Drivers speed through this area and also roll through the stop sign approaching this crosswalk.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



9. East Campus Drive

- a. Location: Johnson Hall crossing East Campus Drive to Clark Hall
- b. Comments: This stop sign is also constantly rolled through.
- c. Recommendation: There are two recommendations included for this general area including 1) Add a stop sign for south bound traffic, opposite the existing one for northbound traffic, and 2) Add a stop sign for north bound East Campus Drive traffic at the same location as the sign for south bound East Campus Drive traffic at the Rankin loading dock service drive. This recommendation also includes trimming the shrubs north of the existing stop sign at the loading dock service drive.
- d. Estimated cost: \$200
- e. Proposed timing: Summer 2010
- f. Picture:



10. East Campus Drive

- a. Location: Birkam Health Center crossing East Campus Drive to Clark Hall
- b. Comments: This triangle is even more dangerous than the one located by the Science Building. People tend to drive faster in this area, probably due to the fact that there are a couple of straight-aways leading up to it. The visibility is also worse here. It is difficult to see around the corner of Top Taggart Field.
- c. Recommendation: Convert this intersection into a "T" and to a 3-way stop.
- d. Estimated cost: \$20,000
- e. Proposed timing: Summer 2011
- f. Pictures:



11. Stadium Drive

- a. Location: U-Rec crossing Stadium Drive to Top Taggart Field
- b. Comments: This crosswalk does not seem to have any concerns.
- c. Recommendation: Convert this intersection into a 3-way stop. This will also require some additional signage particularly from the west bound traffic given the curve that is there from Ives Street.
- d. Estimated cost: \$500
- e. Proposed timing: Summer 2010
- f. Picture:



12. South Street

- a. Location: Top Taggart Field crossing South Street to South Campus Apartments
- b. Comments: Cars drive very fast through here. It is the longest straight-away on campus without stop signs. It also goes into the city road Ives.
- c. Recommendation: The Task Force considered the Student Government recommendation of installing speed bumps. The University's experience with speed bumps has not been positive from a grounds equipment perspective. Therefore the improvement to this intersection is to continue the existing sidewalk on the south side of the street further east so the crossing can be perpendicular to the street at the corner at the location of the new stop sign.
- d. Estimated cost: \$750
- e. Proposed timing: N/A

f. Picture:



12a. South Street

- a. Location: South of Top Taggart Field crossing South Street west of the Student Rec Center intersection
- b. Comments: This short section of sidewalk does not appear to provide any important function for the campus so we are recommending eliminating the crosswalk because it is one additional and unnecessary location for pedestrians and vehicles to interact.
- c. Recommendation: Eliminate this crosswalk and the sidewalk that feeds it.
- d. Estimated cost: \$1,500
- e. Proposed timing: Summer 2010
- f. Picture: (site west of #12)



13. South Street

- a. Location: South Street crossing South Street to Pickell Hall at Knollview
- b. Comments: There is a heavy flow of pedestrians with drivers failing to yield.
- c. Recommendation: The Task Force considered the Student Government recommendation of speed bumps for this location. The task force is interested in

the possibility of a feature to slow the traffic in this area. The recommendation is to make this a four way stop.

- d. Estimated cost: \$500
- e. Proposed timing: Summer 2010
- f. Picture:



14. South Street

- a. Location: COB crossing South Street to Pickell Hall
- b. Comments: This is a high traffic area for both pedestrians and cars. Cars enter this area from State Street which has a higher speed limit. This also seems to be a drop off point for a lot of students.
- c. Recommendation: The Task Force considered the Student Government recommendation to create a drop off point at this location and while the task force appreciates the recommendation and believes it is a nice idea, we do not believe it is feasible given the significant amount of both vehicular and pedestrian traffic in this area.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



15. South Street

- a. Location: COB crossing South Street to Taggart Hall
- b. Comments: This is a high traffic area for both pedestrians and cars. Cars entering this area are coming off of State Street which has a higher speed limit. Cars also can get backed up into State Street waiting for pedestrians to cross.
- c. Recommendation: Though Student Government indicated there was no need for improvements at this time, the Task Force is recommending consolidating this crosswalk with the other one immediately west of it and accomplish the same purpose with one crosswalk. This will require changing some sidewalk and curb cuts but this would reduce the number of pedestrian crossings in this area by one. The task force also recommends adding “No Stopping, Standing or Parking” signage in this area as well.
- d. Estimated cost: \$10,000
- e. Proposed timing: Summer 2010
- f. Picture:



16. Campus Drive

- a. Location: Hallisy crossing North Campus Drive to Timme Circle
- b. Comments: This crosswalk is always busy with pedestrians crossing it making it impossible for cars to go through. Drivers tend to speed out in front of pedestrians in order to get through. During class changes the cars get really backed up down North Campus Drive.
- c. Recommendation: The recommendation is to convert this to a three way stop.
- d. Estimated cost: \$500
- e. Proposed timing: Summer 2010
- f. Pictures:



17. Campus Drive

- a. Location: Timme Circle crossing Campus Drive to Lot 34
- b. Comments: Cars drive too fast in this area; however, this crosswalk is not heavily used.
- c. Recommendations: The Task Force considered Student Government's recommendation to add speed bumps in this area; however, the University has not had a lot of success with speed bumps. Our hope is that we will see some significant improvements in this area based on the solution identified in #16.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



18. Campus Drive

- a. Location: Hallisy crossing Campus drive to Lot 34
- b. Comments: Cars drive too fast in this area; however, this crosswalk is not heavily used.
- c. Recommendation: The Task Force considered Student Government's recommendation to add speed bumps in this area however the University has not had a lot of success with speed bumps. Our hope is that we will see some significant improvements in this area based on the solution identified in #16.
- d. Estimated cost: \$0
- e. Proposed timing: N/A

f. Picture:



19. North Campus Drive

- a. Location: Hallisy crossing North Campus Drive to Timme Center
- b. Comments: Cars are unable to see this crosswalk because of the curve before it. The pedestrian sign is not visible when entering this curve.
- c. Recommendation: The pedestrian sign should be moved further down North Campus Drive so that is visible before the curve.
- d. Estimated cost: \$100
- e. Proposed timing: Summer 2010
- f. Pictures:



20. North Campus Drive

- a. Location: Hallisy crossing North Campus Drive to Lot 27
- b. Comments: Drivers approach this crosswalk very fast.
- c. Recommendation: This crosswalk needs no improvements at this time. The Task Force agrees with Student Government's recommendation of no improvements in this crosswalk at this time; however, this location may be a candidate for a revised crosswalk in the future since that it is at a 90' degree angle to the curb line thereby reducing the time necessary for a pedestrian to cross at this location.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



21. North Campus Drive

- a. Location: Library crossing North Campus Drive to Lot 27
- b. Comments: There does not seem to be any concerns with this crosswalk.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Pictures:



22. Ferris Main Entrance

- a. Location: Library crossing North Campus Drive to the main entrance.
- b. Comments: Drivers often cut off pedestrians while trying to exit campus.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



23. Ferris Main Entrance

- a. Location:
- b. Comments: This crosswalk leads to lot 27; however there is not a sidewalk that continues there. Therefore, most students walk through the parking lot. This has been increasingly dangerous since this lot has become a commuter lot.
- c. Recommendation: A sidewalk should be constructed around this lot leading to the crosswalks, thus preventing the amount of pedestrian traffic through the parking lot.
- d. Estimated cost: \$8,000
- e. Proposed timing: Summer 2011
- f. Picture:



24. Ferris Main Entrance

- a. Location: Ferris State University sign crossing North Campus Drive to the main entrance.
- b. Comments: Drivers often cut off pedestrians while trying to exit campus.
- c. Recommendation: The Task Force is recommending that informational signage be added to both of the stop sign posts at this intersection to indicate that the incoming traffic does not stop.
- d. Estimated cost: \$200
- e. Proposed timing: Summer 2010
- f. Picture:



25. North Campus Drive

- a. Location: Starr Building crossing North Campus Drive to back of Library
- b. Comments: This crosswalk does not lead to anywhere students usually travel. It is unnecessary but not a huge concern.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



26. North Campus Drive

- a. Location: Starr Building crossing North Campus Drive to Library
- b. Comments: This crosswalk does not lead to the stairs of the Starr Building. Most people ignore the other crosswalk and cross right where they step off the sidewalk from the stairs.
- c. Recommendation: The Task Force considered the recommendation to add a crosswalk starting at the base of these stairs but recommends eliminating the stairs and using the landscaping to flow the traffic east to the main crosswalk area that already exists. This will improve the safety as well reduce the number of crosswalks and students cross where there are stop signs.
- d. Estimated cost: \$3,000. This is largely offset by needed maintenance if we maintain the stairs.
- e. Proposed timing: Summer 2010
- f. Pictures:



27. North Campus Drive

- a. Location: Arts & Sciences Commons crossing North Campus Drive to Library
- b. Comments: This is one of the most high-traffic crosswalks on campus. The stop sign has helped improve the safety of this crosswalk. Cars tend to get backed up on North Campus drive during class changes due to a heavy flow of pedestrians and cars dropping off students at the academic buildings.
- c. Recommendation: The Task Force considered the recommendation from Student Government to consider creating a drop off point similar to that at FLITE. This was not supported because such a drop off point had existed in the past and was recently eliminated. This caused congestion and exposed disabled students trying to cross there in wheelchairs to vehicular fumes and created visual barriers by vehicles parked in that drop off point.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



28. North Campus Drive

- a. Location: Arts & Sciences Commons crossing North Campus Drive to Helen Ferris
- b. Comments: This crosswalk also has a very heavy flow of pedestrians. It is another place where cars tend to get backed up.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



29. North Campus Drive

- a. Location: Science crossing North Campus Drive to Helen Ferris
- b. Comments: There is a heavy flow of pedestrians and cyclists at this crosswalk. Most do not stop before they cross.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



30. South State Street

- a. Location: Burger King crossing South State to Lot 10
- b. Comments: There are no pedestrian signs located anywhere on State Street. The median helps; however, most students still find it very difficult to cross this street.
- c. Recommendation: Pedestrian signs should be added. The Michigan Department of Transportation began adding additional pedestrian crosswalk signs at numerous locations along State Street beginning the week of February 17. This signage was added for both north and south bound traffic at five locations and was completed by early March. MDOT is also studying the possibility of a pedestrian activated traffic light at this location. If MDOT concludes that they can install a pedestrian activated traffic light in this location, the University would need to install a fence or some other similar rigid pedestrian funneling device on the east side of State Street, between the curb and the sidewalk, from Perry to Cedar. Depending on

the outcome of the MDOT review, we may seek assistance from the traffic engineer for additional suggestions.

- d. Estimated cost: \$4,850 for the signage (MDOT). If they do the traffic light that would be an estimated \$120,000 of additional funding that would likely have to come from federal funding. The fencing or other similar device would cost an estimated \$20,000-75,000
- e. Proposed timing: TBD, if pursue
- f. Pictures:



30a. South State Street

- a. Location: South State Street at Cedar
- b. Comments: This intersection adds to the traffic congestion on the north end of campus. It is difficult to make a left turn from Cedar on to State Street.
- c. Recommendation: It is proposed that no changes be made at this time. The rationale for this position is due to other MDOT changes in process on State Street. If these changes don't address the pedestrian safety issues at this intersection, additional changes can be pursued in the future.
- d. Estimated Cost: \$0
- e. Proposed Timing: N/A
- f. Picture: N/A

31. South State Street

- a. Location: Biggy Strip Mall crossing South State Street to The Starr Building
- b. Comments: There is no crosswalk at this location; however, many students still cross here despite the bushes planted in the median. This is probably due to the popular stores located in this complex such as Biggy, Qdoba and B-Tan.
- c. Recommendation: The Task Force considered the Student Government recommendations for this location, which included an overhead crosswalk, or an additional crosswalk, or at least more shrubs to further prevent pedestrian crossings in this area. The Task Force is pleased to see MDOT focus on this location (along with location 30), and we are hopeful that the MDOT efforts will either solve or noticeably improve this location. As an informational item, MDOT would not approve a traffic light in this location.

- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Pictures:



32. South State Street

- a. Location: Green Space crossing South State Street to Ferris Main Entrance
- b. Comments: There is no crosswalk on this street; however, many things are located on this side of the street that students would like to have access to (see above). It also would lead to the new green space which is currently not easily accessible. The only way to access this area is to cross State Street and then cross Perry Street, or to walk all the way down to Burger King in order to use that crosswalk.
- c. Recommendation: A crosswalk should be added at this location along with a pedestrian crossing light with a counter and a pedestrian sign. MDOT is putting this on hold until they see if the Morrison Street solution appropriately addresses this issue.
- d. Estimated cost: \$ TBD (MDOT)
- e. Proposed timing: Summer 2011
- f. Picture:



33. Perry Street

- a. Location: Green Space crossing Perry Street to Copy Center
- b. Comments: This is the busiest intersection in town. The crosswalk does not have a counter.

- c. Recommendation: Add a pedestrian crossing light with a counter. MDOT has requested this equipment to be added at this location and if it is approved by MDOT it will be installed by October 2010.
- d. Estimated cost: \$6,000 (MDOT)
- e. Proposed timing: Fall 2010
- f. Pictures:



34. South State Street

- a. Location: Copy Center crossing South State Street to Ferris Main Entrance
- b. Comments: This is the busiest intersection in town. The crosswalk does not have a countdown. Many students overestimate how much time they have to cross this street and tend to end up crossing when the light turns green. This is especially dangerous while approaching the left hand turn lane where drivers may not see a pedestrian approach when they are given a green arrow.
- c. Recommendation: Add a pedestrian crossing light with a counter. MDOT has requested this equipment to be added at this location, and if approved, it will be installed by October 2010.
- d. Estimated cost: \$0 for FSU; \$6,000 MDOT
- e. Proposed timing: Fall 2010
- f. Picture:



35. Ferris Main Entrance

- a. Location: South State Street crossing Ferris Main Entrance
- b. Comments: This is the busiest intersection in town. The crosswalk does not have a countdown.
- c. Recommendation: Add a pedestrian crossing sign with a counter. MDOT has requested this equipment to be added at this location, if approved, it will be installed by October 2010.
- d. Estimated cost: \$0 for FSU; \$6,000 MDOT
- e. Proposed timing: Fall 2011
- f. Picture:



36. South State Street

- a. Location: McDonald's crossing South State Street to Lot 27
- b. Comments: This crosswalk has a very good location.
- c. Recommendation: A pedestrian sign is needed. MDOT installed these signs beginning the week of February 17, 2010.
- d. Estimated cost: \$1,300 MDOT
- e. Proposed timing: Complete
- f. Picture:



37. Ferris Drive

- a. Location: New Optometry Building crossing Ferris Drive to Puterbaugh
- b. Comments: Drivers turning right on a red light do not always look to see if pedestrians are crossing.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



38. Ferris Drive

- a. Location: Allied Health Sciences Building crossing Ferris Drive to Puterbaugh
- b. Comments: Drivers approach this crosswalk very quickly. However, the addition of the new stop sign on Ferris Drive may help this issue.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0
- e. Proposed timing: N/A
- f. Picture:



39. Ferris Drive

- a. Location: Pharmacy Building crossing Ferris Drive to Lot 5
- b. Comments: This is a brand new crosswalk. Any issues that may arise are not clear yet.
- c. Recommendation: This crosswalk needs no improvements at this time.
- d. Estimated cost: \$0

- e. Proposed timing: N/A
- f. Picture:



40. South State Street

- a. Location: IRC crossing South State Street to Puterbaugh
- b. Comments: This crosswalk is probably the most heavily used crosswalk on State Street. Students tend to cross this area even if there is not a pedestrian signal.
- c. Recommendation: Student Government would like to see a “cat walk” installed here and pedestrian signage added to this location. The signage was installed starting the week of February 17, 2010. The task force discussed an overhead pedestrian crosswalk and learned that the cost would be in the range \$750,000 - \$900,000. Through many conversations, the task force determined that most pedestrians would not use the crosswalk either because of the inconvenience of going up over the road or simply because the crosswalk bridge was not in a convenient location. Therefore, the task force does not support the addition of an elevated pedestrian crosswalk bridge on State Street.
- d. Estimated cost: \$1,300 MDOT for signage
- e. Proposed timing: Completed
- f. Picture:



41. South State Street

- a. Location: Henderson Hall crossing State Street to Ward Hall
- b. Comments: This crossing is not very well lit. It is very difficult to see students crossing here when it gets dark.

- c. Recommendation: Pedestrian sign and additional lighting. The pedestrian signage was added starting the week of February 17, 2010.
- d. Estimated cost: \$1,300 MDOT
- e. Proposed timing: Signage is complete; approved lighting changes would be done Summer 2011
- f. Picture:



42. South State Street

- a. Location: Ewigleben Sports Complex crossing South State Street to Knollview Drive
- b. Comments: This crosswalk tends to be mainly dangerous during evening sporting events. Sometimes police officers are parked on State Street monitoring the traffic.
- c. Recommendation: Student Government recommended that pedestrian signage be added, and MDOT started installing the new additional signage the week of February 17, 2010. The Task Force also recommends that we ask MDOT to add a new traffic light at this location. We believe that this is critical given the volume of both pedestrian and vehicular crossings at this location as well as the significant grade or elevation changes in both directions. The request for a new stop light has to come from the City of Big Rapids. The University has asked for such a letter be sent from the City to MDOT, and the City has submitted this letter to MDOT. The indication from MDOT staff is that if this should be approved, the University would have to install a center turn lane on Knollview on both sides of State Street.
- d. Estimated cost: \$975 MDOT for signs, \$120,000 MDOT for the light; \$50,000 as rough estimate for turn lanes
- e. Proposed timing: TBD
- f. Pictures:



43. Campus Crosswalks-Markings

- a. Location: All campus crosswalks
- b. Comments: Crosswalks on campus are painted with a variety of designs and some are white and some are yellow.
- c. Recommendation: Repaint all crosswalks so they are the same design and color as used by MDOT. This will allow them to be all consistent, regardless if they are a State highway or a campus street. The University will also coordinate this with the City of Big Rapids in an effort to have them use the same markings on city streets on campus.
- d. Estimated cost: \$10,000 - \$30,000 depending on materials selected i.e. paint vs. thermal plastic.
- e. Proposed timing: Summer 2010; balance summer 2011

44. Campus Crosswalks-Lighting

- a. Location: All campus crosswalks
- b. Comments: Crosswalks on campus have a varying degree of light in and around the crosswalk.
- c. Recommendation: Conduct a lighting level study of primary crossings to determine if there is adequate lighting present. If additional lighting is required, a recommendation will be developed for those specific crossings.
- d. Estimated cost: TBD
- e. Proposed timing: Complete the lighting assessment by 2010; complete approved lighting changes summer 2011

45. State Street Speed Limit:

- a. Location: This would include the full distance of this street through the campus, from the Grounds facility on the south to Cedar on the North.
- b. Comments: The Task Force members discussed this several times and consistently came back to the 85th percentile rule issue noted earlier in this report. There is general consensus that we would like to see the speed in this area slowed to 25 MPH.
- c. Recommendation: The University's traffic engineer pointed out that we may have an opportunity to request that MDOT label this a school zone, which would then qualify it to be changed to 25 MPH. While this category is often used in the context of K-12 schools, there is some possibility that this could be requested and

granted by MDOT, and therefore the Vice President for Administration and Finance will send a letter to MDOT requesting this change in status, along with the resulting 25 MPH speed limits.

- d. Estimated Cost: \$0 for FSU
- e. Proposed timing: 2010-11

Education

The Education subcommittee members included Shelly Armstrong, Andy Karafa and Bob Eastley with assistance from Marty Bledsoe. The recommendations from the task force regarding educational efforts to improve pedestrian safety include the following:

1. Educational effort: Identify whether any of the promotional materials available from the Federal Highway Administration, particularly the public service announcements, would be appropriate for Ferris' Pedestrian Safety Education Campaign but keep the option open of pursuing the creation of a video covering issues related to pedestrian safety. The Task Force recommends that faculty show the video in FSUS 100 or equivalent classes; post it on YouTube and Facebook; and create a safety quiz on Facebook and MyFSU. Estimated cost: No/minimal cost if produced in-house; \$5,000, external vendor
2. Educational effort: Expand the distribution of safety pamphlets produced by the Department Public Safety (DPS) during venues such as Welcome Week, Ferris Fest, Founder's Day, Summer Camps, and Athletic events where there are significant numbers of prospective and/or current students in attendance. Consideration should also be given to handing them out to students and employees who visit Public Safety to pay their parking tickets or to conduct other business. Estimated cost: \$200
3. Educational effort: Launch a poster campaign with students from the advertising club or public relations classes. Estimated cost: \$75
4. Educational effort: Encourage the Torch to do a series of articles on pedestrian safety with a primary focus on school start up. Estimated cost: \$0
5. Educational effort: Utilize MyFSU to communicate pedestrian safety tips. Estimated cost: \$0
6. Educational effort: Add a link to the "Current Students" and "Faculty/Staff" home pages on ferris.edu that link to the Department of Public Safety and information on traffic safety. Estimated cost: \$0

7. Educational effort: Involve registered student organizations in pedestrian safety related service projects.
Estimated cost: \$0
8. Educational effort: Incorporate pedestrian safety education into Residence Assistants (RA) training.
Estimated cost: \$0
9. Educational effort: Add pedestrian safety to the topics that are covered in University-Wide Notices that are disseminated to faculty and staff throughout the year by the Safety Coordinator, Michael McKay. In addition to providing safety tips, reinforce the notion that employees can serve as positive role models for our students. Faculty Week is another venue where this information could be shared, as well as during new student orientation and campus tours for admitted and prospective students.
Estimated cost: \$0

Enforcement

The members of the Enforcement subcommittee were Pam Augustine, Debra Cox, and Mark Van Lent with assistance from Marty Bledsoe.

1. Enforcement effort: Enforcement is traditionally considered an extension of the education of drivers and pedestrians. Police discretion in selective traffic enforcement historically allows for officers to speak with all violators to advise them of their exposure to danger and the requirements in the law. With this in mind, officers of the University and in the surrounding community will be primarily concerned with giving advice, suggesting caution and educating people on the laws.

Estimated cost: \$0
2. Enforcement effort: While warnings will be the more regular action by law enforcement officers, referrals to the FSU Office of Student Conduct will be one of the methods used to influence student pedestrians who practice particularly risky behavior. Except in the most egregious cases, tickets to address the matter in court would only be issued when any pedestrians were already warned. Examples of the “first warned” exception may include an instance where the pedestrian caused a traffic crash, expressed outward contempt for enforcement of the laws, or in the case of students failed to follow-through with the conditions set by the Office of Student Conduct.

Estimated cost: \$0
3. Enforcement effort: Officer Nick Greenway confirmed with the magistrate of the 77th District Court and Director Kristin Norton of the Office of Student Conduct that our suggested enforcement methods were sound and would receive their full support. In the case of the OSC referral, the student would be mandated to come to the Department of

Public Safety where they would be required to review safety materials and learn the laws and safe practices from Public Safety personnel. The magistrate offered that it would be acceptable for officers to issue a civil infraction and have the person ordered to court if the student did not complete the requirements of the Office of Student Conduct.

Estimated cost: \$0

Conclusion

The Pedestrian Safety Task Force Report shows a number of Engineering, Education and Enforcement strategies that can improve pedestrian safety on the Ferris State University Big Rapids campus. From an overview perspective the following is a summary of the number of recommendations identified in the report.

	<u>Number of Recommendations</u>	<u>Estimated Cost</u>
1. Engineering	47	
a. Ferris State University		\$160,350- 235,350*
b. MDOT		\$27,725-\$267,725
2. Education	9	\$ 275-5,275
3. Enforcement	3	\$ 0

*Does not include the cost TBD on recommendation number 44.

Appendices

1. Forum Notes
2. Facebook Notes
3. Notes Received through the Starr Comment Board
4. Map of Accident Locations

Pedestrian Safety Task Force Forum
Thursday, December 10, 2009; 11:00am
Rankin Center Centennial Dining Room

Co-chaired by Jerry Scoby and Claire Gould (2 of 15 task members)

Introductions of co-chairs and others attending who are on the task force: Deb Cox, Nick Greenway, Mike Hughes, and Frank West.

Others attending: Jim Cook, Walt Smith, Pioneer reporter Lindsey Wahowiak

Following are the topics raised by co-chairs Gould and Scoby, with comments received from attendees:

1. Observations and input regarding the current status of pedestrian safety on campus:
 - A. Perry & State Street – coming off Perry and turning right (south) onto State Street; south bound on State Street turning right (west) onto Perry; north bound on State Street turning left (west) onto Perry – not safe as cars are turning when the walk signal comes on!
2. Specific areas of the campus where we may need to improve pedestrian safety:
 - A. Crossing State Street from apartments behind Burger King to Starr building and then Starr building to Burger King (back to apartments) – at lunch time very busy. Possibly put either a stop sign there or a button that can be pushed when they want to cross. (noted by Mike Hughes – MDOT does not like to add more stop signs; more stop signs make it more hazardous due to the potential for more vehicle to vehicle accidents).
 - B. The shrubs on State Street are nice, but they need to be kept cut down as they block vehicle drivers' view.
 - C. GVSU on some days and certain times use “crossing guard” – actual police officer – crosswalks don't seem to work there. Should we have crossing guards at Ferris? One difference between GVSU and Ferris is that Ferris is divided by a State highway, GVSU is not.
 - D. Areas around Rankin Center have too many crosswalks and where they are positioned it is hard to see the students (west side of Carlisle) and north side of Rankin Center and in front of Helen Ferris. Having pedestrians in fewer places would be better for vehicles, but funneling students to fewer crosswalks would be challenging.
 - E. Need consistency in crosswalk markings – style & color (style and color has changed over the years, so would be a good time to have consistency). This would also cut down on questions of what each specific style means. Need high visibility crosswalks – fewer would be better than more.
 - F. Another dangerous place is right at the entrance of campus in front of FLITE – vehicles coming into campus go fast and then going out, light is short.

- G. At Hallisy/Vandercook there is an extremely long (angled) crosswalk that takes longer to cross – it is better to walk a straight line to make sure you get across the road.
3. Ways we can further our educational efforts of pedestrians and vehicle drivers:
- A. Use the electronic message signs to get messages out
 - B. Torch – “Did you know” section right next to On The Record.
 - C. Have all students take a small quiz about pedestrian safety when they register for their parking decal (need to make it fun – winner of drawing).
 - D. Pedestrian Campaign to increase awareness.
 - E. Slowing down traffic a certain radius around campus (this is contingent on the roads, some are state, some city, and some campus)
 - F. Put another speed trailer at high vehicle volume area (already use one a lot on Ives Street) – studies show a 6 month payback of lower speeds.
 - G. Prior announcement and more communication of any traffic changes on campus.
4. Share input on any aspect of campus pedestrian safety:
- A. Has there been any talk about overhead crosswalks? Yes, has been in the past, expensive (talking a seven digit number). Question: even if we have an overhead crosswalk, will ALL pedestrians use it or still walk where they want? Another suggestion to the task force has been an underground tunnel.
 - B. Suggestion of abandon/close off State Street south of Perry to South campus property – bypass built over to 205th Ave. straight up to Perry Street. This would help to keep off-campus traffic from going through campus.
 - C. Key places where shrubs need to be concerned in height are at Masselink/Carlisle parking lot exit to Ives on the north east corner of the football field and also by new optometry project.
 - D. Possible make Cedar Street a one way going east off of State Street up to corner just past McKessy House.

Any advice to get a larger turnout at the next forum?

- A. UWN (more than one)
- B. MyFSU
- C. Website – front page
- D. Possible have in IRC 120 (auditorium). There is an issue that we wanted the forum to be from 11:00am to 12:00pm and there is a class in the auditorium at 12:00pm.

Respectfully submitted by
Jackie Warner

Pedestrian Safety Task Force Forum (second of three)
Tuesday, January 19, 2010; 11:00 a.m.
IRC 120

Co-chaired by Jerry Scoby and Claire Gould (2 of 15 task members)

Task Force members attending: Mike Hughes, Marty Bledsoe, Deb Cox, Andy Karafa

Others attending: Will Gasper, Lionel Mackenzie, Jackie Warner, Morgan Toms (Student Gov't), Jessica Smith (Torch), Matt Price (student)

Following are the topics raised by co-chairs Gould and Scoby, with comments received from attendees:

1. Observations and input regarding the current status of pedestrian safety on campus:
 - A. What is the history of improvements already made? Mike Hughes & Marty Bledsoe gave a brief history on items the University has tried to accomplish. In 2003, a Traffic Safety Team was created. This team includes members from Ferris, MDOT, City of Big Rapids, Mecosta County, Michigan State Police. Student Government is now involved with this team. Some things have been done, but always working on others. The team will actually be doing a traffic count on State Street by Burger King tomorrow (Wed., Jan. 20). There has been a lot of public education done on traffic safety too. Mike Hughes also mentioned that in 2000, Ferris received the State Street Enhancement grant, which enhanced State Street for safety.
2. Specific areas of the campus where we may need to improve pedestrian safety:
 - A. Business building/South Street (between Business building & Taggart Hall) – motorists seem to speed up “to possibly catch the yellow light”. Thoughts for help here – yield or stop sign(s); possibly close off South St. at Knollview?
 - B. If an overpass or tunnel is built, how long would it take to build it? It was stated that it could be done over a summer. But also mentioned, it is not the best solution for Ferris – students would still cross where they want.
 - C. Other areas of the campus:
 - i. By FLITE (north of Perry St.) and State Street
 - ii. By IRC and State Street
 - iii. By Ward Hall (athletes cross by Merrill Hall where there is no crosswalk)
 - iv. By Burger King (biggest danger)
 - v. By Bigbee (Williams Auditorium) there is no crosswalk but students still cross there
 - D. Someone brought up the issues of reducing the speed on State Street. MDOT would need to do an engineering study. Their study would go with the 85% rule - whatever

85% of drivers are doing, that is what they would do - could reduce speed, could increase speed. Changing the speed could also cause a lot of other driving issues.

- E. By Timme (turn around) – very scary as cars get backed up, even backed up coming out of Lot 3 (between Hallisy and Music).
 - F. Eliminate the road that goes up from FLITE to Timme, very dangerous road.
3. Ways we can further our educational efforts of pedestrians and vehicle drivers:
- A. Put up different sign markers or colored signs.
 - B. Need to standardize crosswalks with colors.
 - C. Raised crosswalks.
 - D. Deterrent – jay walking tickets and enforce the jay walkers, drivers not stopping at stop signs, etc.
 - E. Have a Pedestrian Safety Month in Sept. (beginning of semester).
 - F. Need to target freshman more with educational efforts.
 - G. How can we get people to stop talking on phones, etc. causing them to not pay attention? Peripheral vision is lacking in all of us. What about blinders (i.e., ear phones, hoods, etc.). Consistent signs – people are visual! Small idea, simple graphic. Again, signs need to be standardized so we are all trained on what they mean. Can Ferris have a no cell phone policy while driving on campus?
4. Share input on any aspect of campus pedestrian safety:
- A. East Campus Suite student should be required to walk to classes, not drive. They are still considered “living on campus”.

Respectfully submitted by
Jackie Warner

Pedestrian Safety Task Force Forum (third of three)
Tuesday, January 26, 2010; 11:00 a.m.
IRC 120

Facilitated by Jerry Scoby (co-chair of task force)

Other Task Force members attending: Shelly Armstrong

Others attending: Will Gasper, Jim White, Gary Wendlowsky, student-Ben Larson and Jackie Warner

Following are the topics raised by co-chair Scoby, with comments received from attendees:

1. Observations and input regarding the current status of pedestrian safety on campus:
 - A. Ives St./South St.
 - B. South St./Stadium Drive – by the Student Recreation Center is a hazard with a high volume of cars turning in and from Stadium Drive onto South Street.
 - C. Knollview Drive and South St.
 - D. All crosswalks on South St. in front of Business building – the extra left turn lane runs from Lot #35 to State Street making this section very unsafe to cross
 - E. The big intersection by Science/Rankin Center/Lot # 9 & 71 (East Campus Drive/North Campus Drive) are unsafe with the islands and roads.
 - F. State St. north to Perry St. – by Walgreens
 - G. State St. by Burger King – no marking of crosswalk on State St. here
 - H. South St./Ives – around curve from the URec to soccer field – hazard for summer camp participants. (campers are required to cross at light at Business building when traveling from Merrill/Travis to sports complex).
 - I. In front of Arts & Sciences at stop sign.
 - J. Miller Hall and State St.
 - K. On State St. turning right out of McDonalds – there is a pedestrian crosswalk right there – very dangerous.

2. Specific areas of the campus where we may need to improve pedestrian safety; including the proposed improvements:
 - A. South St. to State St. – take South St. around and connect with Knollview to State St. around by the river or connect South St. around where South Campus apartments are right now, but will be taken down as part of the five year master plan.
 - B. Close off South St. west to State St. in front of the Business building.
 - C. Roundabout put in at four-way stop listed above in E.
 - D. South St. one way to State St. at Business building then only have one left and one right turn lane.
 - E. Knollview one way going into campus.
 - F. Consistent crosswalks (color of paint, lines, signage, etc.).
 - G. What if Lots #35, 36, 37 (east of Business, IRS, and Timme) were “specific” for students? If you move parking for some of the students then they would have to park

behind McDonalds and then cross over State St. – would that compound the issue on State St.?

- H. At Knollview and State St. – make it one lane on each side of State St. (up to Perry St.) with a median.
 - I. Change M20 to route around and come out at Maple St. (by Family Video) so it does not go along State between Maple and Perry).
 - J. One crosswalk (not three) on South St. in front of Business building.
3. Ways we can further our educational efforts of pedestrians and vehicle drivers:
- A. Signs on South St./Stadium Drive by SRC – pedestrian crossing
 - B. Develop a map (especially for students) with traffic flow and markings of pedestrian crossings.
 - C. MyFSU class – bring Student Government and/or Public Safety in as speaker(s).
 - D. Signs that cars have “right of way” at major intersections.
 - E. On South St. before curve at URec – sign that states pedestrian crossing ahead.

Respectfully submitted by
Jackie Warner

78 Applications

Home Profile Friends Inbox

Jackie Warner Settings Logout

Chat (31) Search



How can FSU improve pedestrian safety?

Back to Ferris State University

Discussion Board Topic View

Start New Topic

Topic: How can FSU improve pedestrian safety?

Reply to Topic

Create an Ad

Displaying all 14 posts.



Ferris State University wrote

on December 10, 2009 at 4:36pm

Report

Post #1

The Ferris Pedestrian Safety Task Force is seeking input on how the University can approach improving pedestrian safety. What would you identify as the problem locations on campus and how would you propose to make those areas safer for students and others?



George Harris wrote

on December 10, 2009 at 6:28pm

Report

Post #2

Students just need to learn to look both ways and not make dumb decisions like crossing when the sign says not to. We don't need to spend money on pedestrian bridges or anything. I can see that turning into "Drunk kids are doing something dangerous on the bridge." If students are too stupid to walk out in front of a car, they probably deserve to get hit. If we are going to teach natural selection, we might as well practice it.

The new stop sign on Ferris Drive has done nothing but become a burden to the students. Those driving have to stop even if no one is there. Those walking can't seem to cross when there are many cars going through. I have seen several cars just fly straight through this stop sign as well.



Ferris State University wrote

on December 10, 2009 at 6:41pm

Report

Post #3

Thanks George! Appreciate your thoughts and comments.



Tim O'Donnell wrote

on December 10, 2009 at 8:41pm

Report

Post #4

The problem with the stop sign on Ferris Drive and people not even stopping is that there was little if any warning that a new stop sign was being put up and there still isn't anything warning drivers that a new stop sign is there.

Shouldn't Ferris have done something to let people know a stop sign was going up or put up flags or something to catch driver's attention now if they aren't aware it is there?



Stacey Roznowski wrote

on December 11, 2009 at 2:30am

Report

Post #5

The crosswalk at Burger King is an issue and I am sure many people would agree with me. Because this location is kinda too far away from a traffic light on the south bound traffic, there is hardly ever a break in traffic. So students must wait longer, and some people can't wait forever so they decide to bolt out in front of cars even if it is risky... See More. Once you get to the median, there is almost always a bunch of people standing there waiting to cross for one side or the other. The median is less than half the size of the McDonald's crosswalk, yet people must wait longer on both sides, so a large group of people are just trying to fit on this little patch, not so safe. Of course this area is also not safe for cars. If you are heading north on State, and want to turn onto Morrison you also have to wait for traffic to ease up. So cars also are the ones taking risks to get to the other side and they bolt across the south bound traffic. It only has to happen once: car decides to bolt too late, south bound traffic hits the car and all get pushed into the people standing in the median. It might help to have a traffic light either at Morrison OR at a point just north of there so that traffic can clear up a little for both cars and people at Morrison.

State St Morrison



Stacey Roznowski wrote

on December 11, 2009 at 2:39am

Report

Post #6

George, it isn't the pedestrian every time, and not all crosswalks have signs that say stop or go. Most of the time the student needs to pay attention to when they want to cross. Yes we all learned to look both ways, and I would say more than 99% of the people do follow that rule, but you still have to make a judgement to cross. Also like I had said in my earlier post, some areas you need to wait soooooo long before it is safe to cross that many students decide to just bolt out and run across the street. Most people do this because even the biggest break in traffic is still a risk to cross in, but you have to get across eventually (namely the BK crosswalk). The driver also needs to pay attention. And by now, if you have been in Big Rapids for a week, you KNOW when and where the foot traffic is, so you should know to pay attention.



Ferris State University wrote

on December 11, 2009 at 5:43am

Report

Post #7

Good dialogue, thank you! Keep the ideas/thoughts coming!

George Harris wrote

on December 11, 2009 at 9:27am

Report

Love is out there.



Find it at Chemistry.com! Take our free personality test, find out who you are and how you love. Meet your personalized matches today.

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Chat (31)



Stacey, you are proving my point. People just need to make good decisions on when it is safe to cross. If they decide to run out in front of a car, that is their choice. They could always walk down to the light if they are too incompetent to cross without one. Yes, it is a short walk, but I don't see any harm in students getting some exercise. If they are late for a class because of this, maybe they should plan their time more wisely.



Angie Deering wrote on December 11, 2009 at 9:55am Report

I just read all the comments and I don't so much see how the new cross walk on Ferris Drive is such an issue. Actually, I've found it more of a blessing now that's it's up. Before I was having to wait FOREVER to go from Allied Health to the temporary sidewalk and then to the IRC for work. Now I'm able to actually have cars stop (providing they actually see those teeny-tiny stop signs) and I can cross much easier. The only suggestion I have for that is that maybe the stop signs could be bigger and there could be signs warning drivers of them...I think those tiny stop signs might be hard to see if you're not expecting them and if the pine tree branches happen to get in the way or something.

I, too, agree about the crosswalk at Burger King. All those kids waiting on that little 'lilly pad' of a median are just asking to get hit by a careless driver. It's even worse if you're the one student who has a bike and has to squish on there with all those people, especially since most people don't realize you can't jump curbs with a bike too easily and they don't bother to make room for you to get on the median.

The one place that I feel needs mentioning, however, is the crosswalk on campus between Hallisy Hall and the Timme Center. I've had problems here as both a driver AND the pedestrian.

As a driver, it gets all backed up because the kids walking across are in a hurry, think they have a right of way, and just go. Even if a few bother to stop to allow cars to go through, there's always those few students who don't care and don't notice what the other students are stopping for and they continue to cross. The cars have to wait, not only to take a left or right turn off of N. Campus Dr. onto Campus Dr., but also if they're turning off of Campus Dr. onto N. Campus Dr. It becomes a really bad area for congestion, especially at the top of the hour right around lunchtime. As a pedestrian, I've had the case where there were no cars waiting OR coming when I was crossing and one came barreling up to the stop sign so fast that I thought he wasn't going to stop and I was going to get hit!! I really think that something needs to be done here. I know at one time they tried giving pedestrians tickets, but of course it was written off as FSU being 'stupid' and it was almost impossible to regulate.



Ferris State University wrote on December 12, 2009 at 4:21pm Report

Angie thanks for your comment. We appreciate it.



Kevin Simon (Grand Valley State) wrote on December 16, 2009 at 1:17pm Report

As an alumnus of Ferris, I have just a couple of items to point out when attempting to tackle the issue of pedestrian safety at Ferris:

1. In most (not all) of the sad situations where people were hit on campus, the situations were non-preventable. If you didn't learn in 2nd grade that walking in front of a car traveling 35 mph is hazardous to your health, you're going to find out the hard way. Until Ferris hires personnel to hold the hands of students while they walk, no amount of signs, police officers, etc. are going to prevent a lot of the pedestrian-auto accidents.

2. In 2006 I approached the head of DPS regarding the possibility of installing several of these signs at the 'hot spots' on campus...locations such as the stop sign my Arts & Science Building (previous to any stop sign), the College of Business and Taggart Hall, etc.

<http://img2.photographersdirect.com/img/21621/wm/pd1368651.jpg>

I have seen these signs used successfully both at the campus of Grand Valley State and downtown Grand Rapids where I work. However I was told by the head of DPS that (paraphrasing) 'just because GVSU has those doesn't mean we need them here at Ferris'.

3. I know several people who were issued pedestrian tickets while I attended Ferris. I am not defending these people as I'm sure they were all at fault- no matter the time of day, traffic volume, etc. However, these tickets did NOTHING to help teach students or assist pedestrians in making smarter choices. Instead, students were focused on spotting police officers who might ticket them... rather than paying attention to traffic! In the end, the tickets ended up pissing the students off many of them vow to never donate a single penny to the university.

4. The new stop sign on Ferris Drive is terrible for the reasons George Harris pointed out earlier in this thread. Why stop was just one extra stop sign? Let's put up stop signs every 300 feet to be extra cautious. Heck, let's ban vehicles on campus all together. That will 'fix' the problem.

5. Statistically, younger people cause more accidents. On a campus setting young adults play the role of both drivers and pedestrians. This is a great formula for accidents to occur. Are they preventable? Reread my first point.

Referencing back to my employment in downtown GR, on a daily basis I see TONS of people in violation of pedestrian laws when walking around GR. GRPD does not sit on street corners waiting to write tickets to those breaking the law. Despite no enforcement of pedestrian safety laws, there seems to be fewer issues with pedestrian safety in GR and it seems like there are less accidents. I believe the main difference is the age group. The drivers and pedestrians are older and more cautious than students.

The bottom line is people just need to think and act smarter. As Stacey Ronznowski said, PAY ATTENTION! Even in a situation where the pedestrian is 'right', they could be 'dead right'.

Ferris State University wrote on December 22, 2009 at 12:08pm Report

Kevin, thanks for your comment!

79 Applications

Chat (31)

Post #12



Kevin Dendel wrote

on December 29, 2009 at 9:34pm

[Report](#)

I agree with Kevin, the yield signs would be helpful if placed at high volume spots on campus. they should be used and i cant imagine them costing to much. I would also encourage students to make extra time to make it to class on time so they don't have to rush across the busy streets and crossings.

That being said it is also important to point out that pedestrian safety is a two way street and drivers must also take care to look out for kids who may dart out into traffic at anytime especially in areas were one would not normally cross,

Post #13



Ferris State University wrote

on January 5, 2010 at 5:58am

[Report](#)

Good points, Kevin. Thank you. We appreciate everyone's thoughtful comments. [Michelle]

Post #14

Reply

Text input area for replying to the post.

[Post reply](#)

Post #17

Mark Rolston wrote

on January 21, 2010 at 7:00pm

Just my opinion but if parking was on this side of campus instead of so much greenspace there wouldn't be a problem and students could get to class on time everyone knows that all it is a money making scheme.



David Scott wrote

on January 7, 2010 at 2:23pm

[Report](#)

One thing that bugs me is the lack of lighting especially State Street north of Cedar street to Maple Street. While not "on campus" per se, it does carry a fair amount of pedestrian traffic and the lighting there is terrible. It would also help to light up the crosswalks better on campus from South Dr. to Perry St.

Post #15



Pedestrian Safety Task Force

January 19, 2010

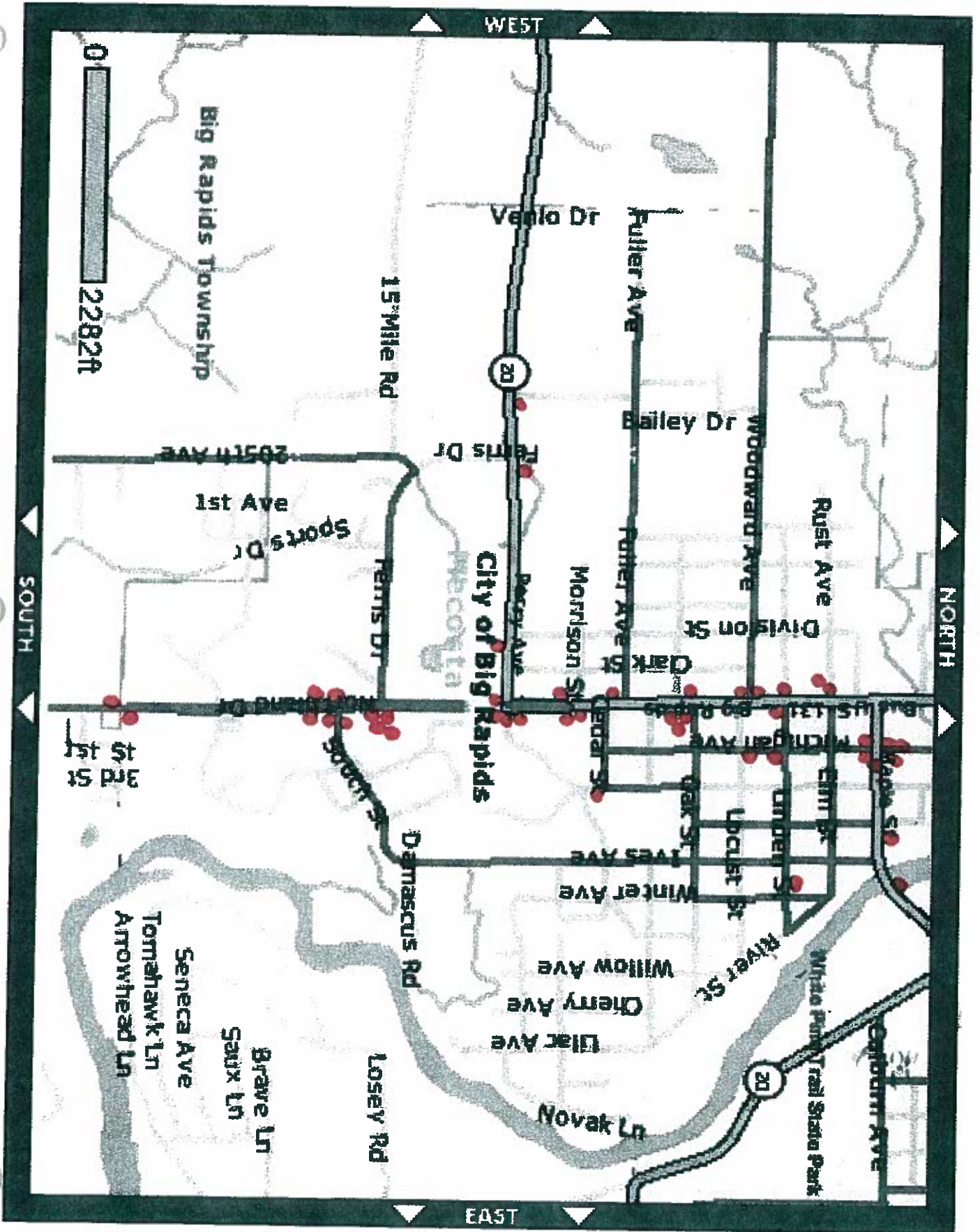
To encourage student input, Debra Cox contacted Dr. Don Roy to use his Question of the Day bulletin board located on the first floor of the Starr building. The following question was posted the week of January 12, 2010. A total of 31 written comments (direct quotes) were made on the giant Post-It note. In addition to seeking student comments, a sign with the Open Forum dates and times was posted.

The Ferris Pedestrian Safety Task Force is seeking input on how the University can approach improving pedestrian safety. What would you identify as the problem locations on campus and how would you propose to make those areas safer for students and others?

- We need a stop light at Burger King
- We need to hire people to be at all crosswalks for their safety.
 - Are we first graders?
- Isn't this part of Ferris' five year plan? Build a more pedestrian-friendly campus like those often depicted in the stereotypical Ivy League schools. If so, then I'm not sure why I should worry about this if it's already being handled by the administration.
- Why do we cleave to our cars so obstinately?
- Build a subway
- "Cars have rights" – this is a direct quote from the Ferris Public Safety Director
- Have the cops start writing tickets to the drivers who feel the need to unnecessarily speed through, and around campus.
 - Also to J-walkers
- Pedestrians need to follow 3 simple words . . . DON'T BE STUPID!
- Stop, look and listen. That means pull your hoodie back and look. Take your earphones out and listen. Don't run in the dark.
- Students can be safer by not being retarded
- Benches on walkways avoiding collisions
- Summer project for MDOT: excavate State Street and build a wall with crosswalks across the top of the wall
- Timmie crosswalk is terrible
- Build tunnels crossing the road or a sky walk
 - For real Aquinas College has them
 - But someone donated the money for that & it's a busier road
- Do something about students walking into traffic to cross the road
- Bikes, skateboards and scooters
- Look both ways before crossing the street. If you see a car is near – don't cross unless it is stopped.
- All people need to walk and leave their cars parked

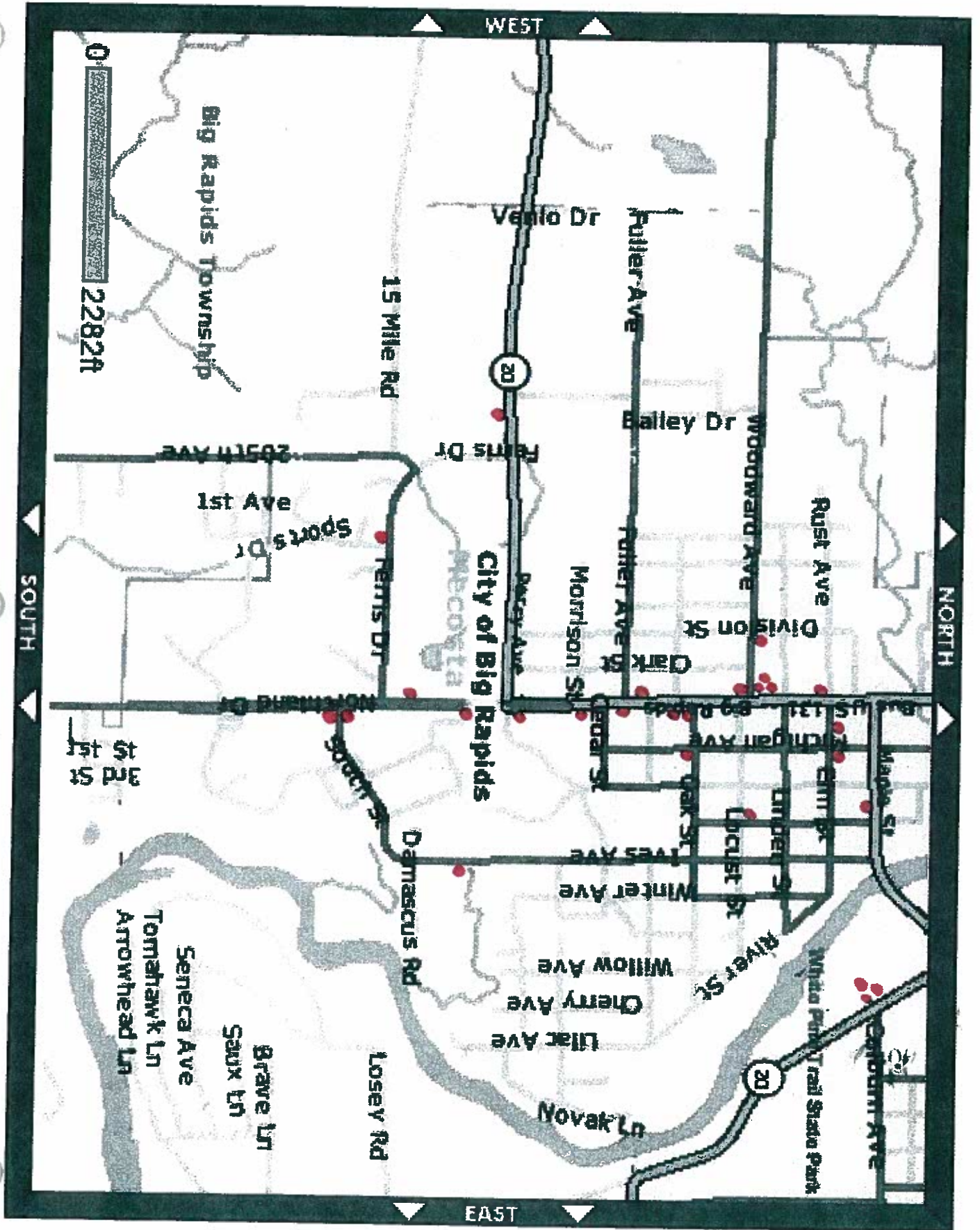
- **Build walk bridges over the road at Burger King to Starr and the FLITE to Pizza King/Walgreens**
 - Yes, we need at least one
- **On main road cross with common sense. The car will not always stop, but it will always win. On campus pedestrians traffic should have right-of-way (at designated cross walks) as by foot is the main mode of transport. You are in college because you are intelligent. Show it!**
- **Use some kind of signal to say when to go**
 - Already have them but people ignore them
- **Make foot traffic and vehicles not cross in same places**
 - Geometrically impossible
- **Restrict car usage**
 - Unconstitutional
- **Build bridges**
- **Wait can Ferris afford any of this with the president taking such a big bonus for working here and the university not having any money? Give back some money. Ferris needs to start being professional and start working for the students.**
- **Issue tickets for J-walking.**
 - The enforcement of arbitrary cross-points merely impedes pedestrian flow. Cross-points are designated with the intention of improving safety, not confining traffic. I would propose overhead lights at the cross-points so that pedestrian traffic paths and automobile paths do not cross one another. That way pedestrians and automobiles need never encounter one another.
- **Ferris needs overhead bridges and also hiring people to stand at the crosswalks may help to decrease issues. Also having a few parking garages on campus would help with traffic flow.**
 - What about the cost?
- **I was surprised by many of the comments listed here because in my opinion they lack feasibility and the notion of personal accountability. Ideas including tunnels, bridges and subways are not possible because our school is too small to allocate funding of this magnitude. Ideas that include ticketing pedestrians and manning crosswalks undermine personal accountability. Specifically, at some age a person is responsible for their actions, prior to this it is justifiable to restrict and guide a person. In short do you feel that college students should be treated as first graders? (Typed statement attached to the Post-It note)**

CAR/PEDESTRIAN 1999-2004



CAR/BIKE

1777-2007



Scale bar: 0, 2000 ft, 4000 ft, 6000 ft

Legend: Identify