

**FACULTY SENATE MINUTES**  
**SAM HOUSTON STATE UNIVERSITY**  
**February 18, 2010**

**Members Present**

Leonard Breen; Bill Brewer; Donald Bumpass; Erin Cassidy; Jeff Crane; Mark Frank; Chad Hargrave; Deborah Hatton; Darci Hill; Mack Hines; Renee James; Gerald Kohers; Paul Loeffler; Andrew Lopenzina; Melinda Miller; Sheryl Murphy-Manley; Brian Oetiker; Tracy Steele; Doug Ullrich.

**Members Absent**

Rebecca Bustamante; Donna Desforges; Bill Jasper; Hee-jong Joo; Brian Loft; Ling Ren.

**Call to Order**

Chair Loeffler called the meeting to order at 3:32pm.

**Special Round Table Discussion on Campus Traffic and Pedestrian Safety**

Special Guests: Douglas Greening, Associate Vice President Facilities Management; J Turner, Mayor of Huntsville; James Fitch, Assistant Director University Police; and David Stephens, Huntsville Area Engineer TxDOT.

- The University Affairs committee began the round table discussion by presenting an outline of four areas of concern (see Attachment 1 to these minutes): crosswalks along Bobby K. Marks Dr., near the new Music Building, and at Bowers and Avenue I; the fading of crosswalk paint near the Health and Kinesiology building; the clear marking of crosswalks across Sam Houston Ave. near the campus dorms; and more reminders to motorists to yield to pedestrians crossing at crosswalks.
- It was noted that both Bowers Blvd. and Bobby K. Marks Dr. are city streets, not university streets, though there is extensive cooperation between the city and university over these areas.
- Senators also raised concerns about a blind-spot in the crosswalk along Bowers Blvd. between AB III and the Chemistry and Forensic Science building.
- Assistant Director of University Police, James Fitch, agreed that better signage would help in many of these areas of concern, but noted that available police enforcement is variable, and depends heavily on the time of day.
- Associate Vice President of Facilities Management, Douglas Greening, noted his intent to meet with the city and help elevate awareness of issues raised by the University Affairs committee. Proposed solutions include better lighting, caution signs with flashing lights, and rumble strips to alert drivers of areas ahead.
- It was noted that many areas of concern are constrained by laws governing the location of crosswalks, stop signs, and stop lights. For example, the long stretch of Bobby K. Marks Dr. between Bowers Blvd. and 17<sup>th</sup> St. has limited available options since all crosswalks must be protected by a stop sign or stop light, and there is no intersecting street. The university would not want to be held liable in the case of an accident occurring at a crosswalk that is in violation of state law.

- It was also noted that the reflective material in the crosswalk paint often appears to be faded during the day, but bright during night hours.
- Speed tables could also be used in areas of concern, but are too expensive for the university. Similarly, stop lights are also too expensive for the university and city.
- Stop signs are, on the other hand, less costly and can be used if the city passes an ordinance. Often, however, stop signs cause complaints when traffic patterns are adversely impacted.
- Over-the-street crosswalks were also discussed, particularly in relation to Sam Houston Ave. (Highway 75), but it was noted that pedestrians generally will not use these, and they also are encumbered with significant handicap accessibility issues.
- Recent improvements in Sam Houston Ave. near the 17<sup>th</sup> St. intersection were noted. It was also noted that the Campus Master Plan calls for the straightening of both 17<sup>th</sup> St. and Bowes Blvd. (see Attachment 2).
- The poor maintenance of Avenue J sidewalks near Smith/Kirkley were also discussed, but it was noted that the university does not own some of the buildings along Avenue J.
- The used of Avenue I for drop-off points (near the new CHSS building, and near the Parking Garage) was discussed. There are currently signs located here to deter the use of these areas as drop-off points, but there is no enforcement. Currently, the university is considering the use of a barrier.
- Many senators inquired about the appropriate level of concern regarding pedestrian safety in and around campus. It was argued that the potential for problems does exist given both the increasing number of students on campus, and the increase in distances students must walk from the parking lot areas to campus.
- The disappointing use of the Parking Garage was noted. Given that the Campus Master Plan calls for two additional parking garages, it was emphasized that in the future the university would likely use a kiosk-based payment system rather than the current pay-at-the-gate credit card based system.
- In October of 2009 the university hired an assistant director to help address parking issues across campus. The university also plans to expand the Bowers parking lot by 130 additional spaces this summer.
- Mayor Turner noted that Highway 19 has a horrific safety record, and will be expanded from a two-lane road to a four-lane road. This expansion will likely have a large impact on traffic patterns into the university. Mayor Turner closed the round table discussion with a request for two faculty volunteers to be on a new city beautification committee along this new expanded stretch of Highway 19. Senators Miller and Hargrave quickly volunteered for this project.

### **Approval of Minutes**

The minutes of the February 4, 2009 meeting were approved.

### **Chair's Report**

- Chair-Elect Frank reported from the February 8 meeting with Provost Payne
  - Provost Payne reported that the plans for budget cuts were in the process of being submitted. As part of the budget cuts, the university will delay the creation of the new college.

- Provost Payne acknowledged the Faculty Senate's recommendation of adding a parenthetical 100-student recommended class size number to section 4.01d of the revised Faculty Instructional Workload Policy Statement, though he added that listing a specific number removes some flexibility from the interpretation of the policy.
- Chair Loeffler reported from the APC meeting
  - Approval of the revised Merit Advances in Salary Academic Policy (800722) was delayed due to discussions over the appropriate language relative to the Faculty Instructional Workload Academic Policy Statement (790601). These concerns were initiated by the Faculty Senate during its last meeting.

### **Committee Reports**

- The Committee on Committees sought guidance on the upcoming senate election given the delay in the creation of the new college. The Faculty Senate voted to go forward with the current composition of the senate, and delay the realignment until the new college is approved. The Committee on Committees also requested that any comments or suggestions regarding the upcoming Faculty Senate survey be forwarded to Senator Kohers.
- Due to time constraints, the remaining committee reports were delayed until the next Faculty Senate meeting.

**Senate adjourned at 4:55pm**

Respectfully submitted,  
Mark Frank, Chair-Elect

**SHSU Faculty Senate – University Affairs Committee**  
**Traffic and Safety Concerns**  
**February 18, 2010**

1. After touring the SHSU campus and observing student traffic in various locations, the University Affairs committee recommends that crosswalks be considered in the following locations.

Bobby K. Marks Drive behind the library and behind the Teacher Education Building. The only existing crosswalks are located at the corner of Bobby K. Marks Drive and Bowers Boulevard and at the corner of Bobby K. Marks Drive and Bearkat Boulevard. We have observed heavy student foot traffic at all times of day in this area. It is a high traffic area due to its proximity to the large student parking lots. Students do not walk down to the crosswalks. They cross Bobby K. Marks at various places between the two crosswalks.

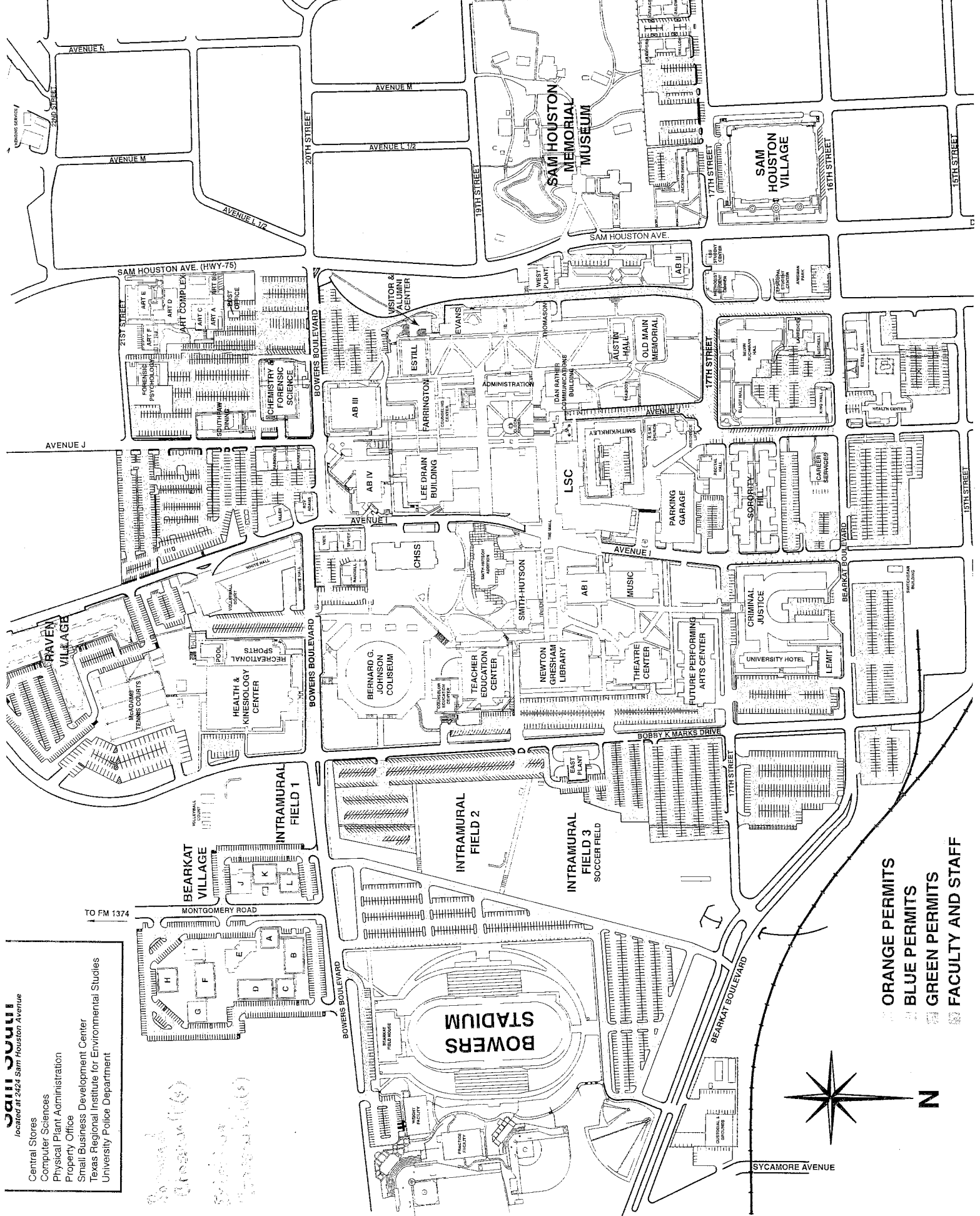
Near the Music Building. It has been reported by other Faculty Senators that a student was struck by a car near the Music building where there is not currently a crosswalk.

Bowers Blvd. and Avenue I. There is a large amount of student foot traffic on Bowers Blvd. near Avenue I where Bowers jogs and becomes 20<sup>th</sup> street. There are 6 possible places where students cross this intersection. There is only one crosswalk, leading from east to west.

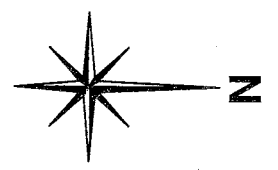
2. In addition, along Bowers Blvd., some of the crosswalks in the area of the Health and Kinesiology building appear to be faded and are not completely visible.
3. Provost Payne has expressed concern that the crosswalks that cross Sam Houston Avenue from campus to the dorms on the other side should be clearly marked.
4. We have observed many students attempting to cross where there are crosswalks. Many times, we have observed that cars do not slow down or stop when there is a student in the crosswalk waiting to cross. Our recommendation would be to mark the crosswalks in such a way that motorists would be reminded of the law that vehicles should yield to pedestrians in a crosswalk.

**Sam Houston**  
 located at 2424 Sam Houston Avenue

Central Stores  
 Computer Sciences  
 Physical Plant Administration  
 Property Office  
 Small Business Development Center  
 Texas Regional Institute for Environmental Studies  
 University Police Department



- ORANGE PERMITS
- BLUE PERMITS
- GREEN PERMITS
- FACULTY AND STAFF



*Handwritten notes:*  
 Bowers Stadium (S)  
 Bowers Stadium (S)



