

5-8-2014

SR-13-14-82 PFPC

Marshall University

Follow this and additional works at: http://mds.marshall.edu/fs_recommendations

Recommended Citation

Marshall University, "SR-13-14-82 PFPC" (2014). *Recommendations*. 130.
http://mds.marshall.edu/fs_recommendations/130

This Article is brought to you for free and open access by the Faculty Senate at Marshall Digital Scholar. It has been accepted for inclusion in Recommendations by an authorized administrator of Marshall Digital Scholar. For more information, please contact zhangj@marshall.edu, martj@marshall.edu.

**PHYSICAL FACILITIES and PLANNING COMMITTEE
RECOMMENDATION**

SR-13-14-82 PFPC

The Physical Facilities and Planning Committee (PFPC) recommends that the "Stop" sign located on Commerce Avenue (South side) close to the North West end of the Arthur Weisberg Engineering Complex (See "Current Location" on Map 1), be relocated to the crossing area near the North East corner of the Arthur Weisberg Family Engineering Laboratories and that a new "Stop" sign be added on the West bound side of the road at the crossing area. (see "New Location" on Map 2). In addition to the "Stop" sign changes the PFPC recommends that a "Yield to Pedestrians" sign be added next to the "Stop" signs. To further enhance awareness of the location of the pedestrian crossing area for both drivers and pedestrians, the PFPC suggests making the crosswalk obvious by using standard "Zebra Crossing" markings (see dashed black circle leading to the sidewalk, Map 2).

RATIONALE:

Most drivers on Commerce Avenue are either not noticing or are ignoring the "Stop" signs by the parking lot. This represents a serious hazard for the safety of pedestrians walking across that roadway. The relocation of the "Stop" sign, and clear delineation of a pedestrian crossing, according to the above-mentioned description (also see Maps 1 and 2), would significantly increase the safety of Marshall University's students, staff, and faculty. It would help ensure that vehicles "Stop" and yield way to pedestrians, and would also reduce the average speed of the traffic on that road. Relocation of the signs will make them more visible and painting the crosswalk in combination to adding the "Yield to Pedestrian" sign should also make drivers aware of the purpose of the "Stop" sign.

FACULTY SENATE CHAIR:

APPROVED BY THE
FACULTY SENATE:

Eldon R. Lars DATE: 5/8/14

DISAPPROVED BY THE
FACULTY SENATE:

DATE: _____

UNIVERSITY PRESIDENT:

APPROVED:

*Contingent on the
conditions below*
[Signature]

DATE: 6/30/14

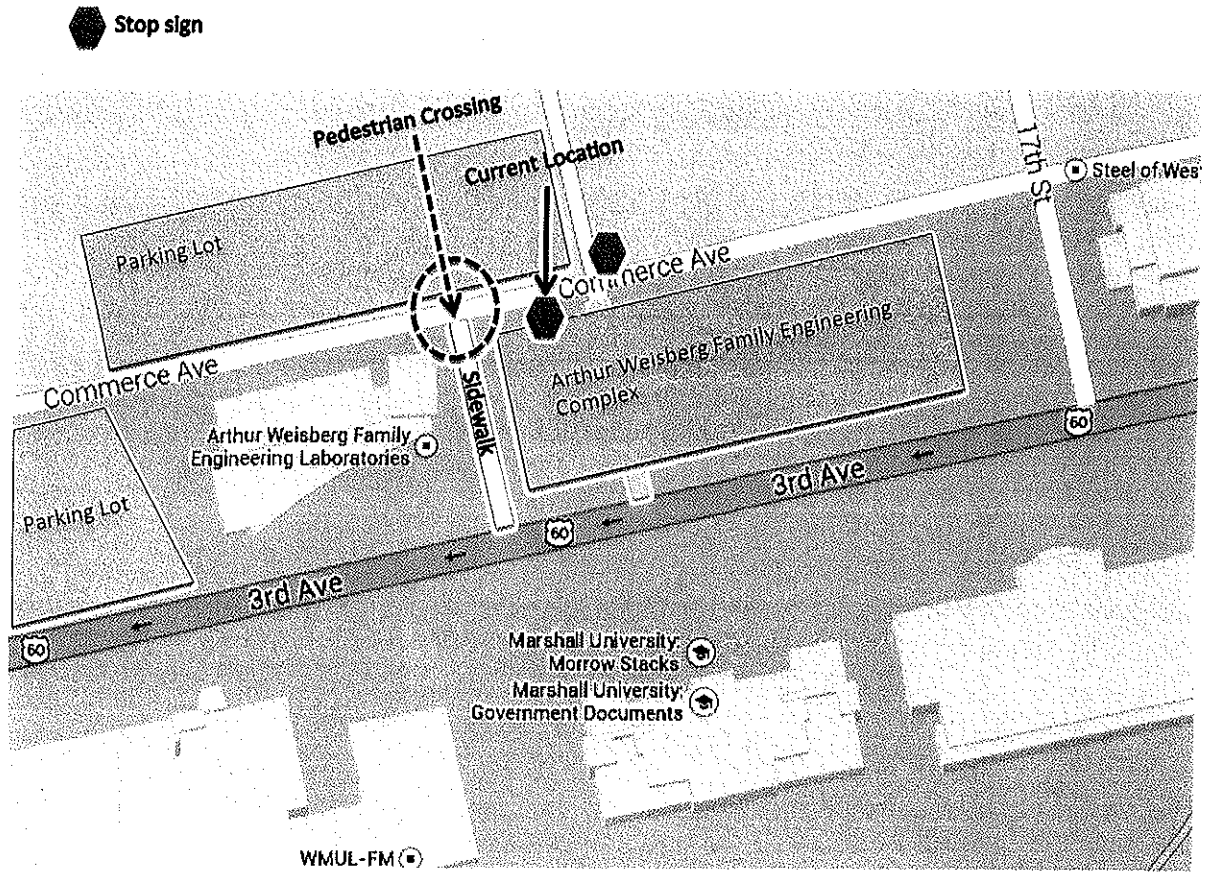
DISAPPROVED:

DATE: _____

COMMENTS:

After construction is completed.

Map 1



Map 2

