MSU Campus Bike Accident Report – 1993 -2009

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Stephanie Fox
CE891 - Advanced Transportation Systems
Faculty: Dr. Thomas Maleck

Introduction

This study was done in order to begin to understand the bicycle and pedestrian activity on campus. The study was conducted by reviewing the available UD-10 police reports for accidents on campus from 1993-2009. Based on this study it has been determined that the majority of bicycle accidents that have occurred on campus occur when the bike is on the sidewalk or in the crosswalk. It was also observed that there has been a decrease in bicycle and pedestrian accidents over this 17 year time period. The following describes how this study was conducted, and how the data was interpreted to come to these conclusions.

Procedures and Results

When a traffic-related accident occurs on campus and a police officer is called, a form called a UD-10 is filled out. This report explains in as much detail as possible, how the accident happened, who was involved, and what the conditions were at the time of the accident. The UD-10's are then filed by location and kept by the Office of the Traffic Engineer. This study was done based on information taken from these UD-10 reports.

The first step in the study was to sort all of the UD-10's by motor vehicle and bicycle accidents, motor vehicle and pedestrian accidents and accidents involving only motorized vehicles. Once this was completed, all of the UD-10's were organized into groups by year and the amount of bicycle accidents, pedestrian accidents and injuries was recorded. (See Table 1 below).

Table 1: Accident Data from 1993

Node	Intersection Name	Bike	Ped	K	A	B	C	Bike on Sidewalk/ in Xwalk
9	Kalamazoo/Harrison	2				2		2
18	Beal/Michigan	2				1		1
24	Beal/W. Circle	1						1
25	W. Circle/Kzoo	1						1
28	Chestnut/Shaw	5			1		1	4
32	W. Circle/Abbot	1				1		1
34	Wilson/Stadium	1						1
36	Red Cedar/N. Shaw	2						1
44	Engineering/S. Shaw	1						
45	Wilson/Engineering	1					1	1
46	Farm/E. Circle	1						1
47	Farm/Auditorium	5				3	2	4
49	Farm/S. Shaw	4	1		1		1	3
50	Wilson/Farm	2				1	1	2
58	Shaw/Science	1					1	1
61	Auditorium/Dormitory	1						
62	Bogue/Shaw	1						1
64	Service/Bogue		1					
68	Wilson/Fee		1				1	
Total		**32**	**3**	**0**	**2**	**8**	**8**	**25**

Once this data was recorded for each year, a table of the total values was also created. Upon review of this table, it was observed that the total number of bicycle and pedestrian accidents has decreased over the 17 year period. Below is an example of this trend, (see Appendix B for more data).

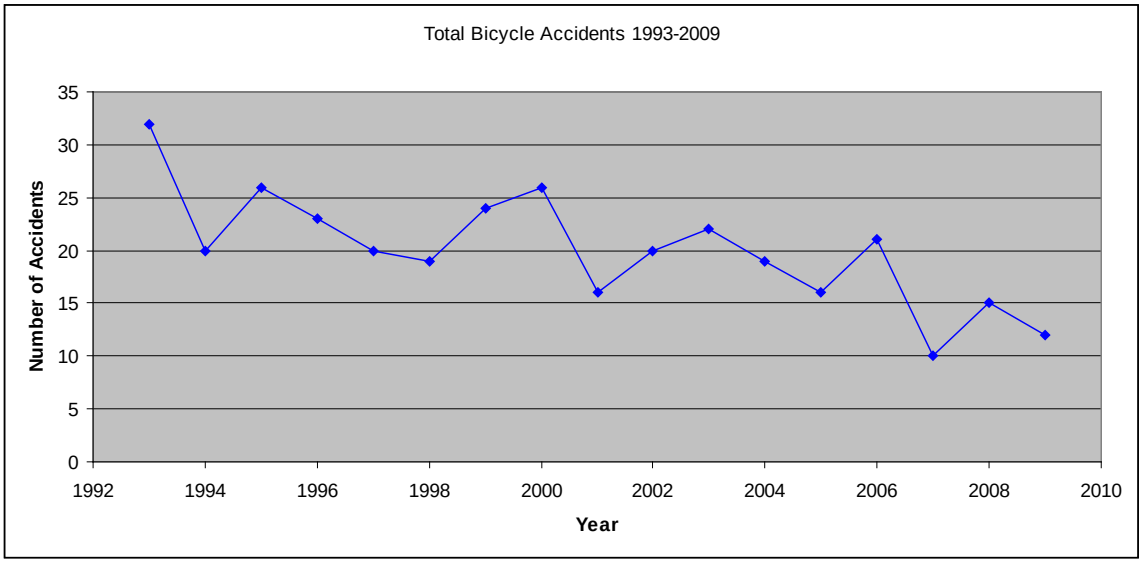

Figure 1: Graph of Total Bicycle Accidents

The last step in this study involved reviewing the accident descriptions on the UD-10 reports. The description is a section of the report that relays detailed information of the accident that has not been covered by any other section of the report. Upon review of these accident descriptions it was observed that the majority of bicycle accidents that have occurred on campus since 1993 occurred either on the sidewalk when a car was pulling out of a driveway or parking lot, or when a bicycle was riding across a crosswalk.

Recommendations

In order to encourage different methods of travel one must first look at the available data to make informed decisions. The data analyzed in this report shows that Michigan State University ordinance 33.13 should continue to be enforced for the safety of the students who choose to ride their bicycles on campus. The Michigan State University ordinance 33.13 states that, "*No operator of a bicycle shall cause the same to be driven upon or across any sidewalk or footpath situated on the campus or upon the campus grounds; provided, however, that the operator of any bicycle may dismount from such bicycle and*

proceed upon such sidewalks and footpaths on foot, pushing said bicycle while so proceeding on foot." Although it has been stated that this is a necessary ordinance, it is also acknowledges that this ordinance can be difficult to enforce. Therefore it is recommended that an education system be started in order to inform bicyclists of the Michigan State University ordinances, as well as the potential for accidents and injuries when riding on the sidewalk or in the crosswalk.

Conclusions

Now that the economic climate has changed, and the search for alternate fuel sources is becoming a necessary endeavor, looking into methods of travel that do not consume expensive, diminishing fuels is also a necessary undertaking for many communities. This study in particular is the beginning of a closer monitoring of bicycle and pedestrian activity on the campus of Michigan State University in order to encourage alternate methods of travel. The completion of more, similar studies will enable the leaders of this community to make decisions that will encourage new methods of travel safely and effectively.