



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

- 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

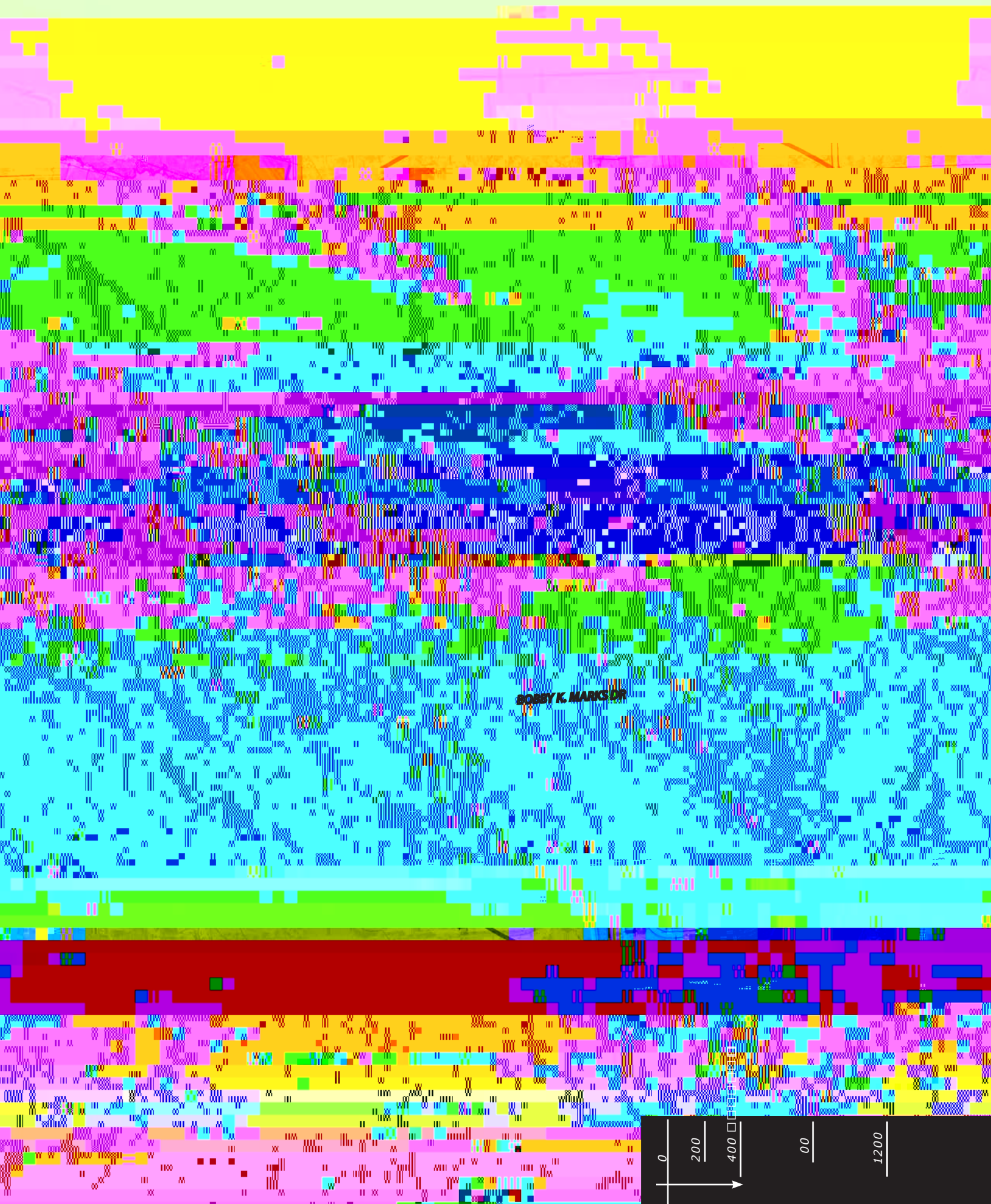
- Approval of the revised Merit Advances in Salary Academic Policy (800722) was delayed due to discussions over the appropriate language relative to the Faculty Instructional Workload Academic Policy Statement (790601). These concerns were initiated by the Faculty Senate during its last meeting.

### **Committee Reports**

The Committee on Committees sought guidance on the upcoming senate election given

Attachment 1





**BOBBY K. MARISOR**

