

STAC Meeting  
4.17.20 2:05pm

Manu: If anyone has any items to add to the agenda please add them in the chat  
Last meeting Josh discussed Covid-19 related changes to transportation and assurances for student employees

Today we will have a presentation by Josh and Eric Mumm, it's the presentation given to AS on wednesday and includes some changes since this topic was covered in STAC last quarter

Second some changes in sanitation to Triton Mobility

And finally some plans for what to expect from transportation when we return in fall

Josh: I'm going to work on getting a couple emails out if Eric can go ahead and get started with the presentation

Eric: wanted to give this committee the most up-to-date information about lightrail and plans that will be rolled out in the fall

Project goals in refining shuttle system is to make this service better, one highlight for today is a reopening of scholars drive so shuttles can maintain an internal campus loop

Won't be discussing the grad student housing routes too much today, will mostly focus on changes to on-campus routes

Manu: is everyone comfortable with recording the meeting? If so we'll record for others to view after

Eric: overall concern with current system is that there are many routes which is confusing especially for visitors, took a survey to understand what students want  
Showed that students want a one-seat ride without transferring to multiple buses  
For example getting from Reville to Warren was stated as a priority from one of the STAC reps  
This new proposed route should meet that demand and also be less confusing for campus visitors and support the transition to a larger campus population  
The bridge crossing the 5 should be closing in the fall or sooner

Josh: closure of Voigt drive is the key issue there, on Monday that work will start which is an escalation of the original timeline

Burgundy: Josh can you speak to concerns with safety for construction workers on these campus projects?

Josh: I'm happy to circle back on the things we're doing for our own workers and customers, but since this project is part of north coast corridor construction that team is MCTC. They've been doing a great job with sanitation and worker safety but I don't know their specific practices, however the meetings I've had with them everything they've mentioned matches the guidances that have been given by CDC and governing authorities

Non-UCSD contractors doing work on our campus are also using interesting and creative approaches to increase worker safety, such as transitioning to a 4-10's schedule. Since survival on surfaces past 72 hours is rare, they're using the 3 day weekend to thoroughly sanitize work sites. So everything I'm hearing is that the contractors are being responsible but this isn't a campus project, rather a CalTrans project

Eric: in yellow you can see the loop, this runs in both directions and remains on campus throughout the route

Some of the big concerns on SIO (thank you Manu for helping with this) sometimes with smaller buses students have to wait for the next bus, but with the adjustments we've made we can now run full-size buses to support movement to classes or the beach

Burgundy: so this is the proposed routes based on the expectation that everyone will be back on campus in Fall?

Eric: yes, absolutely

Some quick statistics listed for the new routes (see slide deck)

We do want to be very transparent, if you're familiar with current system you'll notice we lose service to one of the Gliderport stops, it did not have a significant ridership but will increase walk time by 6 minutes for riders

Josh: the current stop takes a 3 minute walk, so it's a net increase of 3 minutes which we think is a fair tradeoff compared to the increased level of service

Eric: Increasing efficiency with this change to the new route is our hope  
Did anyone have any questions?

Josh: For the north shuttle, modest numbers of monthly boarding so if we take 1000 riders who were using the gliderport stop over the course of the data collection it was roughly 50 per day  
The benefits in efficiency and frequency gains for the entire loop is what we consider to be a very fair trade off

Darren: any updates on grad housing shuttle service?

Josh: The advisory committee to HDH recommended there be no increased funding for shuttles so we have a budget that does not meet our current level of service so the efficiency goals of these new routes is helpful but not enough to keep the grad housing service at its current level

If you go back to when we did have campus loop the one that was running on the weekends is the one I would expect to see return, will need to make sure we keep weekend free lot served in East campus, with changes to campus construction we might be able to shift that somewhere else and that could potentially remove the challenge of serving that part of campus with shuttles

I don't have any reason to expect partnership funds for the basic needs shuttle will go away so we are continuing to expect to pay our portion of that

Karen: could you quickly recap why gliderport stop might get cut? My internet cut out

Josh: all of this is a part of a plan to move away from longer routes that increase intercampus circulation time, to improve campus loop run time and service level. We would need to have a very efficient route where loop doubled on itself or reduce service to ERC and the Village. Right now to walk from parking area at gliderport to stop is 3 minutes, and removing the stop would increase walking time by 3 minutes

Eric: we'll come back with more at some point

Manu: yes, we'll have another opportunity later in the quarter to revisit this, I know original plan was to pilot in summer but is that still the plan?

Josh: no, we will not be able to. There were portions of it that we did hope to pilot over summer but unfortunately the loop won't be possible since Scholars Lane won't be open yet

Manu: now we'll transition to discussing sanitation practices

Josh: we began using ad frames in shuttles a month ago to encourage hygiene and manners for riders such as covering coughs, as we began to get additional guidances and understand COVID better we moved to enhanced sanitation protocols including wiping down buses daily, high-touch surfaces etc.

High points (where buses rest for a moment while the routes reset) we recognized that the ADA cart service and transporting elective surgery patients had increased risk and decreased comfort for drivers. We installed plexiglass shields between driver and passenger and made PPE available to drivers as requested but did not require/enforce it

Started sanitation practices since our offices are high-traffic so began doing twice-daily sanitation of our office spaces and enforced social distancing, at the beginning folks were not taking it as seriously and once we began hearing more about asymptomatic spread I increased messaging on this to our team and began moving from a pull scenario to a push scenario. Was before the facial covering order was in place, soon after the county facial covering order came out so we now require drivers to wear masks

We provide new facial coverings for each employee each day and make sure they're disposable, don't ask any of our employees to clean or reuse, we don't believe it's prudent and don't want to put that expectation on employees

We have a no-questions-asked opt out for employees who feel unsafe, no risk of reprisal if they opt out of a duty. One of my beliefs in the current scary situation is that feeling safe is nearly as important as being safe in regards to mental health and welfare for our team.

These measures have all been shared out to staff using email thread so every communication from me to Transportation Services team is part of a continuous thread so everyone can clearly see how our response progressed and layers we've added of accommodations or protections based on recommendations and requests from our team members and state agencies. We've also been using rear-door boarding since spring break to provide social distancing for drivers and passengers, have taped off every-other seat on the bus to enforce passenger social distancing.

Darren: what does current ridership look like?

Josh: we have single-digit days in terms of ridership right now, still running shuttles for essential staff and may scale that back to demand-based services like we ran during spring break.

I can try to get harder numbers and get those out to the group.

Also requiring that passengers have facial coverings, requiring university IDs and posting that rides are for essential trips only but not enforcing this, just encouraging it.

Manu: I've heard a lot of routes are going all day without a single rider.

Josh: yes.

Darren: don't you think we should transition to another more economic option if that's the case?

Josh: candidly we are in a moment where change is occurring faster than our change management capacity, and there's an employee impact regarding schedule changes, our drivers have already been through 3 shift bids so we want to really settle into what the rest of the quarter will look like before we change it further.

Burgundy: what were the alternate work opportunities for drivers?

Josh: we are providing folks with paid leave if no work is available for them with alternative work assignments, online training, etc.

Valerie's question in the chat is a fair one, I don't expect it to be an issue with rear-door boarding as lacking an ID will not be questioned.

Burgundy: wondering if HDH has paid their debt to you?

Josh: I stand by what I said at GFAC in that I am not seeking to recover past underpayment from HDH or grad residents, I floated that in order to find time for us to work with HDH and their advisory group on solutions. I'm really disappointed that GFAC made the recommendation not to assess the fee to cover the budget gap but that is the decision we're left with.

Burgundy: I know the grad students want service, do you have plans for a partial virtual reality demonstration?

Josh: we are making this up as we go along but what we are planning is service that will be available to us and scalable so we can scale our service. If we end up in a highly virtualized environment like today then we'll run skeleton crew or demand service.

Manu: good segue to last agenda item which is parking policies for fall.

Josh: one of the biggest changes to expect are some things that have been slow-moving goals for Transportation, when we freed up time for our staff to work on these during COVID we've

been able to gain momentum on things such as one-click via app sale of parking for grads, undergrads, faculty and staff. Also have been working on taking products such as 10-day scratcher permits and virtualizing those, for folks affiliated with SIO we solved virtualization of the SIO sticker so you can do daily parking through app now. There have been many such modest but significant technology barriers that are being lifted. My expectation with fall quarter is that we'll have few if any physical permits and daily parking will take the place of monthly parking

One thing we'd like to do is AS/GSA participation in state of california's restriction on touchless parking citations. Lookign for advocacy to remove that requirement to save money on enforcement and increase efficiency and sanitation

One of the things I particularly like about daily parking is that we can deliver it at a price that holds folks harmless if parking every day and gives additional control and agency to folks who are not parking every day. Becomes much more customer-friendly environment for folks

Darren: my boss has mentioned that our return schedule will be staggered, is coming in a couple days a week going to justify still using a physical permit?

Josh: buying the daily D permit currently will get you a roughly 26% decrease in cost compared to monthly B permit, across the board it will be cheaper for folks parking a couple days a week to purchase dailies

Manu: could free weekend days be implemented through parkmobile?

Josh: great question, was in a meeting earlier today with their team and will bring that up to them when I meet next. And all of Curt's alternative mobility programs also planning to be transitioned

Also those free weekend permits can be used any day of the week now

Manu: Yes I believe that is why I got the inquiry

Karen: someone in my council is wondering about the reasoning behind closing Regents shuttle route

Josh: this is because our shuttle routes that serve parking areas are not being needed now that student permits can be used at the center of campus

I appreciate everyone sticking with this work because the work we're doing now to get ready for everyone returning is really important