

STAC Meeting 3/5/2019

2:01pm

Kelly Morris: Introductions

Daron VPCA

Jared Marshall

Priscilla Warren

Jessie SSC

Maddy The Guardian

Ben Sixth

Pilar ERC

Cyral Revelle

Josh K

Curt L

Erika GSA

Kiara AS President

Any questions, comments, concerns? No public input

Erika: attended GSA meeting, and sent out email about topics

Over 240 responses regarding paid parking on weekends

Grad students felt this would disproportionately affect those who are required to come on weekends

No alternative transportation available on weekends, less public transportation options on weekends

Wondering whether there would be an increased cost of service for TPS patrolling on weekends

Could discourage extra publicity/campus visitors on the weekends

Evenly divided opinions regarding paying for parking as an ADA driver

General consensus was to charge for ADA parking but possibly discount or eliminate fee for people who register their ADA placard with campus parking

Bike racks for SPIN bikes at commuter bridge wasn't seen as particularly useful, but supported increasing bike parking in residential/central campus areas

Concerns about UBer/Lyft not having dedicated drop off and pickup locations on campus, one student expressed safety concerns for cars that stop suddenly to pick up or drop off passengers, would be safer if there was a dedicated zone for this

Did not support funding patrols for later hours

Did not support funding counters for parking structures since they are inaccurate

Kelly: Received question about upgrades to lighting at gliderport

Received a complaint about bus bunching for 202 last Thursday

Waiting to receive response from Bike Officer about attending a future meeting

Asked Cyral to work on design for a flyer graphic and distribute notices for STAC to the campus so that these meetings can be more publicized

North and west campus shuttles will be used for distributing finals care packages for Finals Stretch

Josh: I love that Finals Stretch has become an expectation for each quarter

Not a lot to share on Transportation front, other than fact that transition to Spring Quarter/spring break will result in adjustments to shuttle routes

We do have some student ridership on Coaster shuttle, anticipating this will be rerouted during that time unless we receive significant negative feedback

With Gilman Bridge opening, one new stop that was originally planned has not been added to the route yet between Mesa and Gilman Transit Center, but working to reincorporate that stop

Erika: Possible to add a stop on the Mesa Nueva route?

Josh: That may be the spot that I've received multiple inquiries about, which was supposed to be incorporated but was left out of the final draft of planning for the Gilman Bridge opening.

Working to get it re-added to the route planning

Following up on question about policy changes or proposals as we head into the budget drafting.

If Spin is deploying bikes adjacent to the bridge but not seeing demand there, we can let them know we don't need those to be staged there. They independently assess areas for staging bikes based on demand but we can also put in special requests

Unique issue for SIO affiliates in grad student population but considering increasing e-bike utilization for all students, could work on preferred vendor agreements, trial rides, or a revolving fund that would help students with financing for e-bikes since the initial cost can be inhibitive.

Local topography is well-suited for this mode of transportation so looking into ways to make this happen

Due to the terms of our Lyft preferred vendorship, we cannot establish preferred zones and exclusion zones

Exclusion zones work well for pickups but not well at all for a drop-off

Enhanced passenger loading zone adjacent to Biomedical library was the first of this type of area, hoping to increase these areas on other parts of campus such as decommissioned bus lanes, Matthews lane approaching Price center is being redesigned to address the issue of Lyft drivers using PC loop for passenger loading

We've had initial success with exclusion zones but these need to be grown to drive people toward designated pick up and drop off areas on campus

Erika: could signage be added to increase awareness of passenger loading areas?

Josh: Yes, also working on curb painting, thinking this would be a 3-minute time limit and attended vehicles only

Feedback on counting system is interesting, points about Osler lane are well taken but we have a number of sensor issues in there which have mostly been resolved in the last month but this has been a challenging vendor to work with and this is why we test products on campus before a wide scale rollout

Cost per stall on the front end question about whether it is worth it for the efficiency and gains in customer use. We do view it as worth the cost due to the stress on the current parking system, but we are not expanding this technology to all areas of campus until we are satisfied with quality of the technology and service

Enforcement presence is considered a constant requirement for campus safety, to protect 24/7 and red curb areas for fire safety

Distributing cost of parking across all possible customers results in a lower cost per user

Night and weekend permit is available to students that only plan to use parking spaces at these off-peak times

Through products like that we can identify ways to share the burden of cost with these drivers while also respecting their difference in needs for parking service

Provisions of our conditional use permit with the Coastal Commission require us to abide by certain restrictions on enforcement, can definitely explore changing our methods there by working with them and reviewing the conditions of agreement

Runway for the glider port cannot be impeded by any fixed permanent lighting due to the safety hazard it poses, and no plans to install permanent lighting there since glider port is being viewed as a temporary parking solution.

Kelly: Late morning bus bunching

Josh: that should definitely not be happening

Erika: question from a couple students about sorrento valley shuttle route being added on the weekend

Curt: the 101 bus is included in the U-Pass, so that could be a possible solution for these students

Erika: now that the goat path from Mesa graduate housing to La Jolla Village Drive is closed, could we review proposal to connect Mesa housing to Jacobs with a bridge, maybe a path to the green belt or another route

Josh: Bridge is in construction now, should be finished in about 6 months, probably cannot revive a path in that area because of conflicts with area planning for Pepper Canyon Jumping back to the access to La Jolla Village Drive, what needs should we take into consideration there

Erika: desire for students to not have to walk from other graduate housing areas all the way to OMS to then access the bridge to Jacobs

Josh: we will be configuring shuttle routes and would encourage GSA and graduate students to discuss with HDH their needs for walk paths in new graduate housing developments

One concept that has been recently floated for weekend shuttle service is migrating it toward shared ride/taxi service. Fixed pickup points on campus but going off campus to high-interest

areas which may serve students' needs better than the current limited campus north/south shuttles.

Jared: around 10am have noticed bus clumping occurring as well

Josh: clumping I am concerned about is when a bus is off-schedule and clumping with another shuttle on the same route because we need to communicate this with MTS

Curt: sometimes during peak demand times/peak traffic times occasional traffic incidents can result in this clumping, but if this is becoming a trend then that's something that we need to know to work with MTS to resolve

Josh: MTS does have latitude to reconfigure service now that the Arriba service is discontinued, they gave an expectation of increasing service to respond to the additional need

Curt: wanted to circle back regarding Bike Officer question, he worked with us recently to remove abandoned bikes at Geisel, working with him currently on other projects with him

Kelly: can you email him to invite him?

Curt: absolutely

Daron: met with RMP, one change I feel is necessary for UCSD is separated walkways/bikeways/other micro-transportation. Have a document of planning for path separations from RMP, but these plans wouldn't be completed until 2023

Important to identify short-term and medium-term solutions as well

Training regarding how and where to use bikes, ticketable offenses, possible incentivized training or multiple-choice quiz, or maybe even interactive game that teaches these principles in a palatable way to avoid strain on students

4 training modules

One goal of this would be policy consistency, on-campus ticketing for bicycle use is not consistent with local policies, some signage is misinforming riders, a new signage design system that is uniform across campus could help reduce this confusion

Development of this online training will start with ITS, could create a design competition for students to reimagine transportation signage across campus

If anyone is interested in joining this effort please let me know

Want to ensure that some of this groundwork can be built before I term out of my position so the next student in my position can continue these efforts

Karen Spiedel offered to reach out to VCSA about space for an additional online training for new students, hopefully will join a future STAC meeting

Kelly: we can definitely make signage and enforcement a big item for our next agenda

I received an ask for increased infrastructure at Regents since many people wait there and it's only two benches currently, no dedicated walkways so people have to navigate in between vehicles to get to the bus stop

Wanted to also follow up on Osler carpool spots and status of raised speed reducers at the turns

Josh: As a new standard in all garages we are deploying raised pavement markers but exploring where in the turn to place them. Reasonably predicting this rollout will take 6 months to 1 year, open to feedback on priority for where to begin rolling it out

Kelly: Osler and Gilman structures would be a priority

Josh: exploring shifting time of the 2-person carpool rollover to 11am, but this hasn't been implemented yet

Curt: Looking for suggestions regarding the 11am rollover time would work better for these spaces, open to suggestions about other potential times

Jared: any thoughts on ways to prevent the behavior of individual drivers waiting and lingering to use these spots?

Josh: no, unclear what their reasoning or motive would be for this behavior and would leave it up to

Cyral: talked with RCC about ADA parking charging, the students saw this as beneficial to reducing misuse of the placards to discourage people from having the fake ones.

Kelly: I like the idea of the reduced cost for folks that register their ADA placard

Erika: I think the strongest opinion I received from a member of that community is that it's already difficult to get around campus

Curt: goal is never to reduce mobility and we do provide service for temporary or permanent disabilities

Mobility ADA transport on Transportation website

<https://transportation.ucsd.edu/mobility/ada.html>

Guardian: what is likelihood that paid parking would be implemented for ADA placard holders

JOsh: unclear, just getting initial feedback at this point

Curt: Looking for STAC designee to work on language for campus referendum, trying to update language to reflect changes in technology and other issues