

CSUS Executive Safety Committee (ESC)

Tuesday, October 11, 2022 | 11:00 am – 12:00 pm | ZOOM

ATTENDANCE AND PARTICIPATION ARE LISTED AT THE END

Note: If you no longer wish to be on the list, please get in touch with Risk Management Services, rms@csus.edu, (916) 278-6119

Call to order: 11:02 am Gary Rosenblum

Review and approve minutes for September: Approved without change

Open forum:

Jane M. Hardman: I wanted to re-visit a topic that we discussed last meeting; the revision to the Chemical Hygiene Plan. I wanted to know if there is a formal approach to bring about edits or revision to the Chemical Hygiene Plan. Speaking for those heavy users of the plan outside of the Director of EH&S and the Chemical Hygiene officer. I'm just curious to know if there's any sort of formal means that you can suggest.

Gary: Absolutely, the answer is yes. Our Chemical Hygiene officer who is Tom Scarry would be happy to take your suggestions, verbally or in writing. We'll look them over and we'll discuss with you. And if we need to make changes based on your suggestions we will because the purpose of the plan is to make ongoing improvements. So, go ahead and write up your recommendations/ revisions and get in touch with Tom and we'll take it from there. You will be part of the discussions to make any changes and we don't have to wait a whole year.

If it's something that's of imminent importance, we can change it right away. Since it's not a policy, it's a procedure and we can change it accordingly.

Jane: Okay, fantastic.

Gary: Any other items? Okay, lets close open forum and move on to new business.

New Business – Introduction to Youth Protection Program

Gary: We have Nayeli and Todd here to talk about the campus Youth Protection Program (YPP). Some of you may have seen the Sac Send that went out which gave an overview description. We've running this program about a year, getting it up to speed. It involves protecting our campus's visitors who are under the age of 18 and that take part in a variety of different programs on campus. Nayeli is our Youth Protection Coordinator and will be giving a presentation as to how the program started, how it is now, and what we've done this past year as part of the process of protecting the youth that come on to campus. So, with that introduction, Nayeli can you share your screen and show us some facts and figures?

Todd Dangott: Good morning, everybody. My name is Todd Dangott and I am your director of Risk Management. I am here with Nayeli Gonzalez and she is your Youth Protection Analyst. To start I'll be going over the reason for this program's existence. To start, safeguarding minors is of the utmost importance. Obviously, the purpose is to establish standards and protocols for the safety and protection of youth to guide faculty staff volunteer conduct and facilitate the mitigation of high-risk interactions and programs. We don't want children to get hurt and employees to be falsely accused University to tarnish his reputation or suffer undue financial loss. The goal is to provide a safe environment where youth can learn and grow. When something bad happens such as abuse, there are short- and long-term physical, mental and behavioral health consequences to a child for the university. Its monetary and reputational losses that can be catastrophic.

As you can see here, the claim settlements starting with Penn State is 237 million. That was when defense coordinator Jerry Sandusky sexually abused 10 young boys over a period of 15 years, he was found guilty on 45 counts sentenced to no less than 30 years imprisonment. Then, of course, there's Baylor 223 million there were 125 allegations of sexual abuse there, UCLA 243 million. The University of California agreed to pay the amount to settle allegations that hundreds of women were sexually abused by a former UCLA gynecologist. The first charges in 2018. Dozens of additional patients of his have come forward and accusing him of misconduct as far back as 1989. This guy in college should be serving about 67 years in prison. And then USC, most recently 1 billion. 7-10 women who had alleged that they were abused by another gynecologist, and no doubt you're all familiar with Michigan State University, USA gymnasts, gymnastics physician Larry Nasser who have used 350 girls and women. You know again, Sac State is committed offer offering a safe environment for youth. Risk management would like to see everyone adopt a shared set of values and practices defining a culture of responsibility for youth safety, sharing, understanding and acting. These principles should be communicated as a part of our youth protection program.

So, in order to help guide us there are legislation codes executive orders, so for example, AB506, which is mandated reporting. This requires administrators' employees and regular volunteers of youth service organizations to complete training in child abuse and neglect, identification, and reporting. They must undergo a background check to identify and exclude any persons with a history of child abuse. California State University Executive Order 23 also covers mandated reporting of child abuse and neglect. Then there's AB218, it extends and amends section 905 of the Government Code relating to childhood sexual assault. It extends discovery rule period from three to five years, it allows damages threefold, if cover up is established. It redefines the offense from childhood sexual abuse to childhood sexual assault, it extends and this is the kind of the big one for everybody. It extends the statute limitations to 22 years from the date the plaintiff attains the age of majority, which is 40. According to legislation, or within five years, the date he or she discovered reasonable or reasonably or should have discovered this physiological injury and or illnesses suffered during adulthood are caused by the childhood sexual abuse, and that is whichever period expires later. With this bill, we want to make sure that our insurance and third-party insurance is adequate to cover claims now and into the future.

All Sac State faculty staff and volunteers are expected to abide by certain standards and behaviors when engaging in a program with minors. Now, while this policy is our guiding principle, the procedure provides a standard by which we are expected to behave and operate. Therefore, risk management has created a process by which we can safeguard and provide protections to those that visit this campus and the university as a whole. And with that being said I would like to hand it over to Nayeli, who will tell you more about our program and where we are today.

Gary: Todd let me just break in and say that the policy that you just presented to us is not fully signed by the president, but is in the final stage for review.

Todd: That is correct.

Nayeli: I'll be going over the youth protection program overview. When there is an in-person or virtual event, operation, or activity, that is designed for participation by minors and hosted by Sac State, the Youth Protection Program will request several items before this event takes place. Such programs include instructional programs, day camps, overnight camps, and athletic or sports camps. This also applies to music events, conference events, and visitations to the Planetarium. These are the things we'd like to see for the YPP; we would have coordinators of the events complete the [Minors on Campus Registration Form](#). There are two main components to this form.

One is that you list all the authorized personnel who are responsible for the care, custody, or control of minors in all events, and activities administered by Sac State or other third-party organizations, and confirm that these individuals have cleared a background check or live scan.

All personnel have received youth protection training also referred to as child abuse reporting training.

Along with other questions that need to be submitted before the event starts.

Background checks/Live Scans are administered by Sac State HR, ASI HR, and UEI for our campus, if you are a Sac State employee or auxiliary please confirm that you are cleared with your HR office representatives. Please reference our [HR 2017 Technical Letter](#) for additional information, this applies only to CSU employees. We are constantly reviewing what other Universities have in place and are scheduled to attend San Francisco State Youth Summit hosted by Enterprise Risk Management and California State University Risk Management Authority (CSURMA).

I also wanted to share what data has been collected so far-please see the link: <https://infogram.com/youth-protection-program-1hzj4o3o0neo34p>

This is the number of reported minors that have participated in events, camps, etc. over the years. We started here, which shows the many people that registered for the program and how many minors were involved. And as you can imagine, summer is our peak season, we're very busy. The program has increased from August 21st up until now. We don't have the data up to the end of the semester, because people are still registering and completing the form. In the Spring, we have 14.60% of programs were registered, in the fall we have 21%, in the winter 7%, and of course summer 56%. Athletics has hosted most of the youth programs in visitations on campus. We also get many requests from the University Union and they have the highest number of youth minors that participate there. I wanted to also share with you that whenever someone files that form, they are also filing what activity type they're doing. For example, 28% or 25% of the people that file said they were here for an athletic or music competition.

Don: Do you think that the increase in numbers during May through July could be because you are now implementing this program and we're being able to capture these numbers a lot better?

Nayeli: June and July?

Don: Because we're able to capture, would you say that the trends are the same throughout it. But we're actually seeing more numbers being reported because you started this program. Back in September we were unable to capture this and be more due diligent of making sure that those that are bringing minors onto campus are registering them for their programs and following procedures.

Nayeli: Yes, yes, that's definitely is why we have this information.

Gary: Yes, we won't be able to see the year over year trends until we have a couple of years' worth of data. One of the great points is that we're collecting this information now for the first time. And we can see how many uses there really are coming onto our campus. And I don't know how about you people, it's interesting to see the numbers of young people who are on our campus from these programs. That a lot of youth to protect.

Nayeli: We're available in person and/or virtually. If you want to set up an appointment to further discuss this, let us know.

Gary: Ok, Janee you have question?

Jane: Not quite a question, just more of a comment about this program. In the Chemistry department, we have used it a couple times when we had high school students come in to participate in volunteer research over the summer. But one of the situations was one of our faculty members brought her high school daughter in to do research with her over the summer. Not all the requirements were needed because she was the parent of the minor that was visiting. Our faculty member didn't have to complete the live scan or do the expected training. So just as a suggestion that might be a good idea to put some caveats to the requirements in the program for situations like this. I can see us and other departments in the same situation as well.

Gary: Sure. And the purpose of the registration is so we have eyes on the project and the reason being is to know when the youth are coming, how long they're going to be here, what they'll be doing, and who is in charge and then we can adjust accordingly.

Jane: And she did go through the actual registration. But again, not all of the trainings and the live scan were required before because she was bringing her own daughter. So, though the program is new, it might be a good idea to kind of advertise those types of situations as well.

Nayeli: At the end of the form it should say that if parents are supervising, you have control access of their own youth/minor. We just want them to register the program or class. But at the end of the form, the parents who will supervise their own kids, they can select that option

Todd: And I think our biggest concern really comes down to the training of the youth inside the classroom or lab. I think that's where the real dangers are but I know what situation you are talking about; the faculty is well versed. We did have that conversation as far as training with their own child. So, I appreciate that.

Gary: Any other hands up? Or comments? Don, I think you were asking about the Aquatic Center. And yes, they are included. All auxiliary campus related auxiliary activities are included.

Okay. I don't see a lot of hands up, or anything, any hands up. So, with that, thank you Nayeli and Todd for the overview presentation of the YPP. As usual, if you there are any further questions about it, please contact Nayeli/ Todd at the information provided.

Old Business:

Gary: The campus vehicle Drop Off Plan, we were talking about, last meeting, the bus stop at TSC Science Center. And the question came up about other places on campus where buses, cars and whatnot can be organized to drop off and pick up. And Tony noted that we did have a plan and that they were implementing it. So, for this meeting we brought Jeff Dierking, Director of UTAPS. Take it away, Jeff.

Jeff Dierking: Good afternoon. How is everyone today? So, I am here to talk a little about bus pick up drop off zones, loading zones, ride share; this all has been a package that has been ongoing on campus for quite some time. So, the idea of looking for and trying to designate to find a dedicated bus loading zones along with ride sharing pickup and drop off zones was a recommendation by the TAC committee, the transportation advisory committee about three years ago. Throughout this process, once the recommendation was made, we started to take a look at campus to see where these areas were going to be viable and good locations for a safe, efficient drop off location. From our overall study, we decided that we needed some additional help. So, we contracted out and we funded a study with Ferrum Pierce to take a look at campus and to look at dedicated pickup and drop off zone to ones that can be used by campus groups or other groups coming to campus not directed at places like the RT bus stops. But additional zones where we see campus coming to park so they looked at all of campus and identifies locations for us where we campus groups to park. They looked at all of campus and identified a couple of locations for us where we could put in a bus pickup and drop off zone in an area where we're dropping the individual they wouldn't have to cross

a major thoroughfare to access the center of campus because that seems to be one of the biggest issues when we have a younger age base coming to be dropped off this.

We don't want them to cross any major thoroughfares if possible. We want them to drop as close to campus and access it as easily. So, one of the areas that you saw which came up a lot with the science building again, that one has been completed and installed. From that study, we got a few other locations that were designated. One of those locations is going to be adjacent to the Broad field house. That area has been used before but isn't fully designated as one, we used it in the past, when we didn't have enough available parking. We opened up Ramona, we're using that as a bus stop designated, they're using our T transit to drop individuals coming to campus. So that's going to officially become a pickup and drop off zone. So that project is in the works.

We're looking at a November start time for that project right now. So, we're just waiting on the contractors to come in and begin that work again, hopefully within the next month here. Along with that project, we're also looking at rideshare pickup and drop off zones on campus. That study we were able to designate another location for rideshare pickup and drop off such as Uber, Lyft, and any other rideshare companies.

Part of this project is going to install a zone for that as well adjacent to the police station just off of old Jed Smith, and will also be installing another location, which is currently a pickup and drop off zone that will be transitioned into a rideshare area. And that is adjacent to it's in lot one directly across from Yosemite. Once we have these other two, and again, those are all beginning in November as well. That's the deadline right now we do have those areas installed and completed. we have those additional areas, we'll have basically pick up and drop off zones located as close as we possibly can get them to the inner campus corridor, which is a safe area to drop off and the buses can easily access with the turning radius that they have.

We'll have those additional areas, basically pick up and drop off zones located as close as we possibly can get them to the inner campus corridor, which is a safe area to drop off and the buses can easily access with the turning radius that they have. Once they pick up and drop off and we direct them to lot nine to park until they need to come back and pick up and again we offer the parking lot nine is there no height restrictions in mind and also areas that they could not be able to access easily a lot of our lots of trees and other things that may be located in them. we want to make sure we have directed them to an area where we may have available parking lot nine is underutilized at the moment. So, we have the capacity to host those buses there when they do come on campus.

Gary: Jeff, do you have a map that you were going to show us.

Jeff: This is the just the basic campus map here that you see. As a part of our study, we looked at the full campus and looking to where we're going to designate our areas. What we have right now is another map that we put out for individuals when it comes to passenger loading and unloading. This designates some of our passenger loading and unloading spaces on campus, along with our 30-minute spaces. Right now, for ride share and things like that these are the designated locations we have them go as they are signed and marked for that type of temporary use. Then as I was talking about the other, now that we have the bus zone at the Science Complex. This is the Stadium Drive plan that you're in Pierce did in their study. So, this is what's going to begin in November, adding the additional pickup and drop off zone directly adjacent to the Brookfield house but allowing that turning lane to continue to allow vehicles to move when a bus is not parked there.

As you can see, those areas are painted a bright red color. So, a bus can pick up and drop off and stop in a red zone car cannot so then it continues to be enforceable and accessible at the same time. Okay, and then I'll scroll down here up here well, and so this is the study next to old Jed Smith. You'll see these dedicated areas here on that curb cut out which will then become another rideshare pickup and drop off area on Old Jed.

The other one in lot one C is already mapped out. These yellow zones right here. This area is marked as a load and unload a passenger loading and unload zone. But we would like to dedicate that as a rideshare area along with the old Jed Smith as well that way as we engage further with different rideshare companies like Lyft and Uber we can pin these locations as being the pickup and drop off area to reduce traffic congestion on campus so they have a dedicated location to go to. So that's been most of our plan and studied so most of it was starting with the overall study from peers and then looking at these dedicated zones and then working to install them as we go forward, so right now we're looking at a November start date on the other locations to be put in. And then we'll continue to evaluate how these areas work on campus and see if there's any other places that may be a safe area to install any other type of passenger loading and unloading.

Now, I'll be happy to take everyone's questions all at once.

Michael Keenan: That looks good. I like the loading at Jed Smith. That's in front of the public safety. Correct?

Jeff: Correct. I can bring that one back up here for you.

Michael: So, I was talking to my other coworkers, they mentioned and I have seen right at beside parking structure two where that where they turn there, and there are the bollards. That is a very popular place for people to stop. And since that's on my route of travel in the mornings, I'm often pointing the sign out to people. Hopefully that just down the street from there, as long as it's well marked, and indicated that that will be a useful place for people to stop. But I was also alerted that apparently, at some of the rideshares are using lot six, they're right next to Arc. They're using the handicap parking to wait.

Which leads into my next question, what about enforcement? I don't believe that the police officers are going to be enforcing that. But we don't see a lot of the U taps officers enforcing that kind of thing. And I don't know if this CSOs can do that either.

Jeff: So first of all, going back to your first question, which is that Morrison pine area there where they come in next to the bookstore and then dead end into the bollards and they have to be forced into a parking structure two. That area is, you know, a very well sought out pick up and drop off area, we do ask that they are doing that, that they access those 30-minute spaces there.

And we do regularly have our enforcement staff that are working there to address those. Now, if a vehicle is parked, or officers can enforce that, again, no one should be using an ADA space, like you mentioned in line six, unless they actually have a validated ADA placard assigned to them from DMV. Our officers do enforce that if they are occupying that space, they will address them.

Now if the vehicle is moving that becomes a moving violation. So, our officers cannot detain an individual. But we can enforce vehicles when they're parked incorrectly.

If we do see vehicles parked, we will address them, that doesn't mean that they will not move, we don't have the authority to hold them there. But we will enforce them and we will have those discussions when we encounter drivers that are backed up or using inappropriate load zones.

Then we have those conversations also at a higher level with Lyft and Uber Looking at spots where pickup and drop off should be allowed on campus, we provide them again with this rideshare map. Once we have the areas designated then we can work on working with these companies to pin them as the locations where they need to pick up and drop off. Those areas can be pinned by the user, or I mean by the group, you know Lyft or Uber, whatever group it is, then individual can't start or in the ride unless they're within that location and it will reduce the amount of areas where they may go. They can't in that ride unless they're within that zone or they can't start that ride. It's very similar to other micro mobility providers as well.

The first piece of that puzzle, like you were talking about is dedicating these zones having them mapped out and then working with the providers to have those areas pin so that we can curb that behavior. Along with addressing it with enforcement and having those conversations with the drivers.

Michael: Yeah, mainly, although I guess I miss identified the problem. One of the problem areas is Atlas cedar way and Jed Smith there. It's a turning area. It should actually be a no stopping zone. And I know, it's difficult because you can't really post somebody up there. It doesn't happen that frequently. But it's an area of concern.

Jeff: Okay, I completely understand. Yeah, we'll continue to look at these locations. Again, now that we have a higher population in person on campus, we have a lot of areas and training that we need to do with our new with our user base that's here to make sure that everything's okay. But again, if the vehicle is in motion, it becomes a moving violation at that point, and a police issue to address but again, if it is stopped, and we can have that conversation, and if its partner than our officers can then definitely enforce those types of things. But if the vehicle is in motion, again, like I said, we were not able to detain that individual to address that situation.

Michael: Sure. And that, yeah, that's not the problem. It's not that they're moving. It's really only when they pull up and stop and wait in their car. So, thank you.

Don: Two things, I went on University Drive in front of Del Norte in that strip between there and the USGS lot. There's a lot of people that stopped there, they'll pull into the USGS park there blocking that light and then the one next to Sequoia, that little loading zone. So, we have a lot of different areas that people just pick up and drop off there. The other thing I've found, too, is, with the ATMs, a lot of people are stopping pulling into the 30 minute or the handicap spots that aren't handicap that are using those for the ATM and they'll pull in administrators parking lot to which I thought that was kind of interesting. Just kind of seeing those little things.

And lastly, I wanted to mention is on the roundabout in front of parking structure two I believe it is, and Hornet. I mean, the bookstore, there, the curbs there is very shallow; shallow enough for a Prius to get across. And the reason why I say that because the other day I was going to a bookstore, and there was a Prius driving in front of the bookstore's door as a Door Dash. They were looking for TSC which was a on the other side. And so, he started to proceed forward and I said they can't go that way, you are on the sidewalk now. I don't know if there's anything that be done to prevent this from happening. What can we do to keep erroneous vehicles from driving in that area? Because it just seems like it's so easy to get up on that curb?

Jeff: Sure, I understand the locations. I'll go back to your first couple and address those and we can talk about the Cerna Plaza concern. You brought up before the area in front of Del Norte and lot two that is definitely an issue as well as the greenhouses. Those locations are that is definitely being used as pickup and drop off zone. We have those areas labeled by the greenhouses and for USGS, we do enforce them regularly. But again, they are it is an open area without a gate arm so it is very accessible. The gate arms tend to cause additional issues for the end use vendor or for USGS in that zone. Again, they have large vehicles with types restrictions so they can make in and out of that space. The area directly in front where the bollards are next to Del Norte, where the ATMs are, we do see individuals pulling up there jumping out trying to access those.

And then we also see the 30-minute spaces in Lot one and ADA spaces. So, we do have the 30-minute spaces and lot three that are set up basically for business use. It's a 30-minute space that requires a permit. We're looking for those spaces to turn over and people to be able to access still Del Norte to go to HR to access the ATM's when they need to. The ADA spaces again, those violation we're addressing on campus a lot of our special use is something that enforcement is paying close attention to right now to make sure that we curb that type behavior and want to make sure those spaces are available to for all of those people

Don: Before we move on to the other one in front of Del Norte, those Loomis and other vendor trucks will pull off to the side of the road, up on that curb even when its red and blocking traffic. People have to go around the double yellow line to get past them on a curve, which appears to be very dangerous. Some of them jumped to curb and park on the sidewalk, but some of them just sit on the curb and block that way roadway.

Jeff: If you see that with a vendor with a Loomis truck or any of the other vendor vehicles, please call the number on the back of their trucks and report their driving to their superiors. Not only do we address that, but we also like to make sure if someone does see that, to address the number on the back of the trucks and then report the driving behavior to their supervisors so that the action is not just being taken by our enforcement staff, but also by their side as well.

Then we've designated areas where they can and can't go. But again, when it comes to vendors on campus picking up dropping off and delivering. We try to designate them and show them where our load and load zones are. They will look for the closest path of access again, and then we address that. I know, I know the police department addresses those as well. And so, does parking enforcement. But again, it is a short-term infraction. So, if you do see that, please call the number on the back of the truck and report that to their fleet supervisor so they can adjust that behavior as well.

The other area of concern, is Cerna Plaza on that turn out. Bollards are placed there and that curb is low because Cerna Plaza is sometimes rented out. They use that in Space Management for different events on campus so some of those bollards are removable. It is an access point where a vehicle can come up onto that flat paved surface area and provide service if it's being used by space management for different groups. Maybe there is an area for additional bollards, or maybe one of the bollards was missing that day. It's definitely something that we can take a look at and see if that area is fully cordoned off. But the removable bollards definitely need to be in place to restrict that access to only approved users and not a Door Dash that's creeping in.

Michael: Who would be responsible, UTAPS or the university, to put in additional bollards.

Jeff Dierking: Along Cerna Plaza, that would be Facilities because it's a longer roadway. And also, it's an open use territory. Things that are within a parking lot would become UTAPS responsibility.

Michael: Okay, thank you.

Gary: Okay, and let me let me just add as sort of a wrapping on the whole discussion. Risk Management, Police Department, UTAPS, Facilities are still in the process of discussion about vehicles on campus, particularly vendors and deliveries and, and all sorts of things like that. And that's an ongoing topic of discussion. We've been having some turnover in the Facilities Department. But yes, this has been a long term think tank. How do we address the safety of vehicles mixing in our campus with vendors who are not overly experienced sometimes with the right way to approach getting on campus and parking? So, it's a big issue that covers a lot of different departments. So, we are discussing it, we're not ignoring it, but it's a tough one, and a lot of moving literally a lot of moving parts.

All right. We just have a few minutes left to cover the other couple of items that were brought up in the last meeting.

The issue of the bridge, bike path and I guess, bicycles whipping out off the bridge, they're coming down hill. The bicyclist are just zooming down the ramp off Jed Smith onto designated green line for wheels while also endangering a highly populated area. And we've got other bikes, skateboards and various moving stuff going on there. But yes, bicycles whipping off the bridge without a lot of thoughts about their speed which can be a problem. We've identified that and we're in the process of having some meetings. What I would like to do is

actually stand in from of that spot and think about it for a while. My colleague, Tony Lucas, and I are going to think about what we can do about this situation. Speed bumps are not conducive for bike paths. But I have some ideas about some other things we can do to slow the bicyclist down and prevent them from causing a catastrophic incident.

Tony Lucas: With the combination of signage, dismount zones and then enforcement. I think it would be very difficult to engineer something to slow bicyclist down without creating a safety issues for the bicyclist themselves.

Gary: Yes, that the issue. Finding the balance between interfering with bike safety and slowing them down. So, we're going to discuss it strongly over the next few weeks. I just wanted to let the committee know that we haven't forgotten about it. We just haven't gotten around to coming up with a concept yet. But we will shortly maybe by the next meeting.

Jeff: Hey, I just kind of want to piggyback on what you're talking about when it came to the design implements over there as well. I know that they're zooming past, they're moving pretty quick. But there are some design elements of the Guy West Bridge, as it has the curve on approach. And it has a narrow area where its designed to reduce someone's speed in a passive way. Those implements are there, but it's just not seeming to slow them down enough as they merge into campus traffic. And again, it's a difficult, difficult nut to crack on that one, because you don't want to hurt the writer of the bike, but you would like them to slow down. So there's limited items that you can do.

Gary: We have our thinking caps on and I think the smart creative people we have looking into this, we'll come up with something. I guess the message is we have our eyes on it.

De-Laine Cyrenne: I brought this up to the attention of executive and UTAC, University transportation Advisory Committee; Kevan was there. Because of the design there with big concrete pillars and trying to get oncoming traffic and off going traffic and it's also in a wheelchair accessible place. There's just a lot of traffic there that it's really a problem that it's not just cyclists going fast. There're also the students that don't watch for cyclists and trying to navigate around them. Students who are on their phones. Yeah, it's just it's a bad location, bad design.

And thinking maybe some engineering students can help work that into a project to see what we can do to improve it as well. Maybe additional barriers or additional lanes or crosswalks or something. But I wouldn't put all the blame on the cyclists either. Also, the fact that the levee is somewhat closed because of construction up there is probably driving more traffic through campus, especially through Sinclair way in Moraga than the normally is the case and so just wanted to give my two cents worth.

Gary: Okay, let me respond to that by saying there's the short-term concepts and things that might be able to be implemented quickly and easily in the short term and things like you're describing changing the engineering. That's a process that requires design and budgets, that's a year or two or more. So those changes require patience. But at the moment, we're looking for some things we can do that are quicker and less engineering oriented.

Tony: I would say just from observing the bridge and the roundabout coming off of it or the circular ramp, it would not qualify to be a mixed mode way of travel pathway. All signs are likely pointing towards it becoming a no bike zone, or a dismount zone, at least while on it, and then you could remount at the bottom. That would be a signage solution and less engineering.

The problem would be it's going to be something you'd have to enforce. So, people already have a sense that riding down that pathway at a fast speed with people walking up it and writing down in wheelchairs; that it's not an environment to be riding a bike fast, right? And yet they do it anyway. What we're going to end up

doing is making it a dismount zone. And then it's going to necessitate some sort of enforcement. Of course, that's going to be a problematic piece.

Like adding bollards, flex bollards; those sorts of things along the way would create a safety issue for the cyclists. So, what we're really asking for is cooperation from the cyclists in the first place. But just like we put into place several years ago, no dismount zones and no bike routes on the center of the campus. It's taken us several years program where we intended to be and it has been effective. We don't have as many bike and pedestrian issues that we've had in the past. And by this I'm talking 10 years ago, even five years ago. It just it's one of those things where it becomes engineering and education, and then enforcement. In this case, it's going to be engineering some dismount zones, educating by fliers, and potentially CSOs and ultimately in enforcement.

Todd: Do you mean enforcement by PD.

Tony: There's only one group on campus that can enforce moving violations or violations of that nature. And that's the police department.

Gary: We're looking into it. We'll report to the committee again next month. And I guess this will be a topic of discussion attack. So, the people on campus who are involved with solutions for this are involved right now. And we're looking for solutions.

Tony: And it's the same small group of people that you see that you see here, minus the chief, the chief would be also deeply involved in these conversations.

Just with the minute we have left, I'd like to address the skateboarding situation on campus. The skateboarders hanging out in the circle by the bridge, we are aware that they make noise and they do their tricks, and they are potentially scary for people who think they're going to be run into and that is the risk. I approached them a few weeks ago and befriended them and found out who their leaders are. I spoke with them and found out why that area is such a good spot and introduced the idea of finding them a designated area to skateboard on campus. I've also proposed to ABA management that perhaps we can consider the actual construction and installation of a skate park structure on campus where they would just go and skate.

Skating is an Olympic sport. And it's a sports activity. And just like all our other sports activities, we have students who were very interested in skateboarding for their sports activity. We're going to look into that as well. I have sort of general agreement that this is a concept that is a positive one. It's a matter of money and time. I have alerted them of the fact that chemistry department walks through there and that various other people are concerned about them. I don't know if it's working or not. But they say that they've toned down their activities, they're a little more alert to the passersby to make sure that they're not looking like they're going to run into people. They have told me that they are a little more sensitive that they're sharing the space with pedestrians.

Any other questions or any comments? But if nobody says anything, I'm going to wish you all a good afternoon and a good autumn. And we'll look forward to seeing you in about a month.

IN ATTENDANCE:

*Safety Committee Labor Representatives

Gary Rosenblum, AVP of Risk Management, Chair

Yvonne Bolano, ASC II Risk Management

Todd Dangott, Director of Risk Management

Thomas Scarry, Industrial Hygienist

Don Nahhas, Analyst Risk Management

EJ Johnson, Facilities Operations Analyst
Janee M. Hardman, Instructional Support Technician II NSM
Janie Mutchler, Training/Occupational Safety Specialist
Kevin Pargett, Occupational Safety Specialist
Shannon L. Datwyler, Associate Dean for Student Success NSM
Susan Colley-Monk, Analyst in Risk Management
Nicole S. Fox, Assistant Professor
Tyler Harris, Director of Environmental Health and Safety
De-Laine Cyrenne, Interim Department Chair of Psychology Department
Adele Seibels, Director of Workers Compensation
Tony Lucas, AVP, Business and Administration
Nayeli P. Gonzalez, Youth Protection Program Analyst in Risk Management
Michael Keenan, OS Analyst
Nancy Griggs, Executive Assistant
Jeff Dierking, Director, University Transportation & Parking Services (UTAPS)
Erik Skall, Manager, Grounds & Landscape Services
Patrick Murphy, Senior Employee & Labor Relations Analyst
Elisa Trimboli, Anchor University Partnerships Manager
Margaret Elizabeth Reece, Director, Operational Effectiveness & Efficiency
Adam Rechs, Professor of Biological Sciences
Bob Hitomi, Environmental Specialist
Bill Macriss, AVP for Student Engagement & Success; Dean of Students
Behnham Arad, Professor - Computer Science and Computer Engineering, Coordinator
Kevan Shafizadeh, Dean, College of Engineering & Computer Science