I. Call to Order: Meeting called to order @ 9:05 a.m. by Jenny Quintana.

II. Old Business:

A. Pedestrian/Vehicle Safety Senate Resolution - Update

Bob Schulz presented the committee resolution on Vehicle Control on Campus to the Senate Executive Committee (SEC) at their November 20 meeting. The committee returned the resolution to the committee to consider the impact of a student proposal to increase alternate transportation (bicycles) access to the campus core and if aspects of that proposal should be incorporated into the original resolution.

Amanda Costa, Co-President of the Enviro Business Society student organization, attended the meeting to present their Transportation Lane proposal. The justification for the proposal is that 3000 to 4000 students live in close proximity to campus and could be riding bikes to commute, reducing emissions and supporting the senate resolution on campus sustainability. Also the campus master plan calls for a large increase in attendance that has caused issues with the community in terms of traffic and parking planning for campus growth.

Currently bicycles are not allowed in the core of campus except on paved roads. In addition to adding signage and bike lanes to paved roads, the student proposal includes adding bicycle lanes to several major pedestrian walkways including Campanile Walkway, Hilltop Way, the SDSU transit center and outside Open Air Theater. The proposed lanes would connect paved roads and allow bicycles to circle the perimeter of the campus without diverting all the way to 55th Street or Canyon Crest Drive. See Transportation Lanes Map.

The student proposal is intended for bicycles only since skateboards are not a viable or legal mode of transportation to the campus. The students have met with Catherine at the Bicycle Coalition to get ideas to enhance bicycle safety on city streets adjacent to campus such as signage, markings, adding bike lanes, etc.

Bob Schulz commented that as a cyclist, bike lanes can be problematic with parked cars, driveways, car doors opening and possible ticketing if you ride out of the bike lane. His perception is that San Diego is very bike "unfriendly."

Jenny Quintana added that as an undergraduate she attended UC Davis where everyone biked to campus and then walked their bikes through the campus core. This is similar to UCSB where the majority of students also live near the campus.

Amanda added that students have the perception that bicycling is illegal everywhere on campus, not just on walkways. Bicycles are actually allowed on any paved roadway, just like motor vehicles.
Eddie Gilbert said that bicycles were banned from the campus core to enhance pedestrian safety when the student population reached 30,000. Last year 132 bicycle tickets were issued but that is a small percentage of the actual infractions. Because of the density of pedestrian traffic, Public Safety would not support allowing bicycles in the core of campus off paved roadways.

Bob Schulz noted that Campanile Walkway is used for numerous special events such as career fairs, craft fairs, SDSU Open House, Open Air Theater events, etc., that require maintaining minimum fire lane access for emergency vehicles. This would further restrict the area available for pedestrians and bicycles to share during these events. Bicycle policy enforcement is already difficult without additional special event provisions or restrictions. He also added that while there have been few, if any, reported motor vehicle/pedestrian accidents there have been many bicycle/pedestrian and skateboard/pedestrian accidents. He commended the efforts of the Enviro Business Society to enhance bicycle safety on and around the SDSU campus, even though the committee has concerns about creating bicycle lanes on pedestrian walkways.

Bob Schulz suggested that the transportation lane proposal and the committee resolution on Vehicle Control on Campus are separate and distinct issues and proposed returning the committee’s original resolution on Vehicle Control on Campus to the Senate as written. Eddie Gilbert seconded the motion. The motion passed unanimously.

Jenny Quintana asked if the committee could support the idea of encouraging bicycle access to the paved perimeter roads of campus that are currently available and as an alternative mode of transportation to the campus. Steve Lincoln proposed a resolution to support promoting bicycles on campus on currently legal roadways and to consider the possibility of adding bike lanes to walkways in the future. Bob Schulz seconded the motion. The motion passed unanimously.

Amanda Costa suggested that promoting bicycle use on campus might include added signage, road markings, and additional bike racks (currently 1,055 available), especially at the residence halls. Steve Lincoln also suggested publicity to make students aware that SDSU is bike friendly including a transportation map that indicates where bicycles are allowed.

### III. New Business:

#### A. Key Issue Policy Draft Proposal

Jenny Quintana distributed the SDSU Key Issuance and Control Policy revised 1-18-2008. The recent thefts from offices have highlighted how vulnerable the campus is due to lost or stolen keys. Students or staff who do not turn in their keys are charged a $10 fee but the labs or offices are not rekeyed when keys are not turned in. Departments can request rekeying at their own expense. For students, transcripts or graduation can be put on hold for lost keys but for faculty or staff there are no consequences. Bob Schulz noted a scary statistic that 300 master keys have been issued for the new Calpulli Building. Many are to Public Safety and Physical Plant but there are many exterior doors in the building that staff may need to access. Rekeying the campus would cost millions of dollars and even one building could cost tens of thousands.

Eddie Gilbert noted that it is illegal to have a key without permission as they are all stamped State of California - Do Not Duplicate. It might be more practical to identify rooms or areas of special concern and install card access systems. Card access can be changed or disabled almost instantaneously if the need arises at almost no cost after the initial installation.

IV. Next Meeting Date: Wednesday, April 9, at 9:00 a.m. in Engineering 203E

V. Adjournment: Meeting was adjourned at 10:00 a.m.