

Order of The Golden Bear

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ESTABLISHED 1900

Usual Place, November 14, 2023

The meeting was convened at 6:01 PM.

Items for the good of the order:

- The deadline for election forms is tonight, November 14th at 11:59 PM. Elections coming up in two weeks.

Items for the good of the University: Campus Vendors and Contractors

- Cal and Stanford are paying tribute to entrepreneur students during the game. Keep an eye on that.
- The big game is happening this weekend.

Warden introduces the topic: Health and Environmental Well-being

- How much waste is the university putting out?
- How easy is it for students to throw out waste and recycle?
- How do students utilize public transportation and electric transportation around campus (ex: Scooters, skateboards, bikes, etc.)? Should these be regulated?
- How does the University and campus community deal with fire season? Are there adequate resources and protocols to support students/faculty/community members who are affected by this?
- Does coronavirus still affect the campus and campus community? Is the university properly handling the effects of the remnants of the pandemic?
- Zero Waste 2020 Initiative
 - “On March 22, 2005, the Berkeley City Council adopted a zero waste resolution reaffirming its commitment to meet the Alameda County Measure D goal of reducing waste sent to landfills by 75%, and setting a zero waste goal of eliminating waste sent to landfills by the year 2020.”
~City of Berkeley
 - Was this initiative successful? Could it be improved?
- Do climate changes in the last few years in Berkeley play a role in the health and well-being of students?
How so?
- Environmental policies cost benefits
- Renewable energy
- Land use
 - What departments around the university consume the most amount of energy?

- What actions should be taken (if any)?

The warden opens the floor for discussion.

- Fellow initiates the discussion by talking about a project in their classes. The premise of the project is to look at how dining halls affect food waste, and how it contributes to wasted resources used to produce it. They are working on a final campaign concerning food waste while being sensitive to students with eating disorders.
- A fellow asked if any fellow from the class of 2005 was present, to speak on the issues of measuring outcomes regarding the University's carbon footprints.
- Warden cites the city of Berkeley:
 - “On March 22, 2005, the Berkeley City Council adopted a zero waste resolution reaffirming its commitment to meet the Alameda County Measure D goal of reducing waste sent to landfills by 75%, and setting a zero waste goal of eliminating waste sent to landfills by the year 2020.”
~City of Berkeley
- A fellow from the class of 2005 is present. The fellow highlights the gradual change in infrastructure over the past 18 years around the University. But, mentions that the biggest change they have witnessed is the departmental and on-campus waste de-composts.
- A fellow makes an observation on Chau Hall being carbon neutral and zero waste, and the amount of de-compost bins they have. A fellow wonders what is the impact of such an initiative since all the accumulated trash gets thrown out nearby Cafe Think, where there seems to be a small land waste. The fellow wonders what to do about that.
- Another fellow adds, that by the GBC, around rush or lunchtime, students overflow the trash bins. Once overfull, students start throwing the trash in the non-designated trash bins.
- In their experience, the Warden adds, on the South side and Telegraph people and students throw their trash in that area, which has created a landfill. Warden asks to what extent the school takes the blame for it.
- A fellow reflects on their dorm days, where students had a test about how to properly dispose of their trash in the different trash bins.
 - The fellow adds that each local jurisdiction has its own rules, and it complicates things.
 - The fellow believes the University deserves some merit regarding the hot lunch being wrapped in compostable material. Mentions how, for instance, sushi wrap is compostable and has the proper labels. A practice replicated by the GBC, which is focused on putting the proper labels to dispose of them in the right compost bins. But, fellow agrees that despite this effort, trash still overflows.
- Warden pivots the conversation to public transportation. The Warden asks, how is the university providing these public transportation resources? How students are finding their solutions around accessing public transportation? Adds, that an increasing amount of students are purchasing e-scooters, and/or ride rentable ones. The Warden posts the questions regarding this matter: Should e-scooters (or any electric bike) be regulated?

- A fellow, who utilizes public transportation 99%, argues that the Berkeley area does a good job at providing transportation. The fellow mentions that last year a program was launched. This program provided public transportation users a card for the public bus enabling users to save \$5.
 - The fellow shifted the conversation around scooters. When the fellow rode an e-scooter, the fellow did not cut people on the sidewalk. Instead, the fellow noticed that pedestrians usually did not notice them. The fellow suggested adding bike lanes on campus.
- Another fellow mentions that they got hit by a car riding an electric scooter. Because drivers get hit, hence, drivers should be regulated. As a pedestrian on campus, the fellow recalled how they got hit by a scooter last year.
- Another fellow mentions they own an e-electric bike, and remain committed to using as many transit lights to be safe. Additionally, the problem is that students don't pay attention to general street etiquette and exercise their pedestrian entitlement recklessly.
 - The fellow gives an anecdote about students getting a bus at UCLA for their game days. Which reduces drunk driving and reckless behavior. Also, suggest UC Berkeley should do something similar, especially around the big game.
- A fellow speaks on his experience witnessing an accident where two students collided with each other, both ended up at the hospital. The fellow contended that this was primarily due to the lack of lanes through the central campus. The fellow urges to have a unit cycle, e-scooter, and bicycle lanes as well as dedicated pedestrian lanes on campus. Urges the campus to do it.
- Another fellow mentions that they prefer e-scooters, and admits the school's geographical location is too hilly. The fellow, adds that students aren't used to a lot of traffic around the campus area. In regards to e-scooters and/or rented scooters on campus, posted a question about its regulation: Should the University completely ban e-scooters/bikes? Or allow them?
- A fellow raises a point that all jurisdictions have e-scooter and pedestrian committees. Therefore, it would be useful for people who experience pedestrian – and traffic – difficulties to participate in these meetings. The fellow argues, that pedestrians are victims of drivers texting while driving, and overlook individuals with special needs. More precisely, people on wheelchairs or non-car objects. Alludes to the idea that people drive too fast, and do not respect it.
 - The fellow talked about a case study on how to establish driving speed limits. The findings suggested that creating the speed limit of a particular street should be based on the speed at which 80% of drivers drive. Which in turn, should become the minimum speed limit. The fellow adds that the speed limit should be the ceiling, not the floor benchmark for driving.
- A different fellow places their attention on the inconvenience of cars on campus. Regardless of owning a car, you still have to walk or get a bike or e-scooter to get around campus. The fellow contends that if the University wants fewer e-scooters on campus, the University should increase car access. This means more parking and streetways, which should also aim to avoid accessibility issues for people with disabilities. Another factor affecting accessibility, the fellow mentions, is that of the housing crisis. Students do not live next to campus because it is too expensive.

- A fellow questioned students/fellows who owned a scooter. Because of these new mobile vehicle technologies, the fellow is not sure whether they should be ridden on sidewalks. The fellow emphasizes the importance of shared norms.
- A fellow spoke about the convenience of commuting in an e-scooter while doing an internship and working a full-time job in San Francisco. They found that scooter was easier than driving. But are aware of the ramifications of riding an e-scooter.
- Another fellow shifts the conversation to accessibility on campus. The fellow suggested having a campus free of cars. And added that Telegraph Avenue should be a car-free zone. The fellow speaks on the benefits of using public transportation. The fellow adds a well-known fact about the amount of CO₂ emission by riding a car versus public transportation. The fellow stated that the amount of CO₂/greenhouse emitted in a month by a bus (from public transportation) equates to a one-time driving a car. The fellow adds that in terms of transportation accessibility, they obtain it through DSP. And that there are a multitude of ways that transportation should function. The fellow ends their statement by suggesting that in the future there should not be cars.
- A fellow agrees on all the benefits of public transportation. However, the fellow highlighted that some students commute from and to campus, making it hard not to own a car in places where public transportation is not accessible. Concerning e-scooters, the fellow suggested holding the same standards as that of bike riders – given the lack of enforced regulations around it.
- Another fellow adds that there exist on-campus e-scooter policies. The fellow shared a personal anecdote about how this policy was enforced during one of their final exams and ended up being kicked out of the building because e-scooters are not allowed inside the facility. This applies to any on-campus building/facility, e-scooters/bikes are not allowed.
- Another fellow mentions that there are designated lock locations on campus. People and students sometimes do not respect the rules.
- A fellow, speaks on the experience of riding an e-scooter and their decision to ride on the street stems from the amount of people on the sidewalk. The fellow thinks that there is a good amount of people riding on the sidewalks and the street. They contend that it boils down to the speed at which riders go and the mutual respect between riders and pedestrians. The fellow highlights the importance of establishing a speed limit for e-scooters/bike riders.
- Another fellow adds that there are too many unaware and disrespectful people on campus. In their experience, when driving, pedestrians do not respect the street lights and lanes. Nevertheless, when walking, cars, scooters, and bikes do not respect stop signs. As a thought experiment, the fellow mentions how in Germany pedestrians and drivers (of any kind of vehicle) are respectful and abide by their street riding etiquette.
- A fellow suggested having greater establishments, working with e-scooter companies, and the University to create campaigns aimed at on-campus-wide awareness and policy enforcement.
- A fellow builds on the topic and adds that if the University wanted to enforce and add norms, they should focus on enforcing them around stop signs. Particularly, channeling ticketing towards stop signs, as ticketing sometimes occurs without good cause.

- Another fellow mentions that while policies can be good, pedestrians should have priority.
- A fellow builds that pedestrians have legal and unspoken priority. But creates an immediate sense of danger. How to enforce laws and policies remains unclear. The fellow adds that there is a level of regulation that societies should have around pedestrians and transportation rights. Nonetheless, the fellow does not know what the level of respect should be, given pedestrian entitlement.
- Being a New Yorker, another fellow mentions, they have pedestrian entitlement. The fellow recounts that their favorite streets are those that have stop signs, and not street lights – since it creates a sense of cohesive communication between both parties. The fellow’s favorite crossroad is located at Crossroad Cafe because it exemplifies their point.
- Another fellow suggests adopting screaming, and/or honking at pedestrians and drivers as a mode to call for their immediate attention.
- The Warden steered the conversation to *Fire Season* and mentioned how this term did not exist. But with the passing of years, it has become increasingly known, and wonder if the university handling this issue properly.
- A fellow talks about a community organization, that did a series of studies from the Berkeley Fire in 1923. In particular, the Berkeley Architectural Heritage Association had an interesting learning from this fire:
 - During this fire, over 10% of the student body became homeless because of the 1923 fire.
 - During the first day in which the fire began, classes proceeded as scheduled. The reason: the University feared bad press, so they had to do a PR campaign and did not cancel a single class. Only when the fire got worse, did the University cancel classes. During the fires, homes made out of wood shingles were a major propane source. The next year the companies sought to capitalize on this calamity and paid for a temporary ordinance to make houses made out of shingles legal again([read more](#)). Also, they rid — and continue – of eucalyptuses from private property because they are increasingly flammable.
- Another fellow shares their experience during the 1989 earthquakes and the fire. The fellow recalled being VLSB and saw the fire ensue. Fast forward, the fellow argues the University is well-positioned to respond to student concerns and housing issues – if students were to lose their houses. The fellow acknowledges that in the past, the university might have not been well equipped to respond to this crisis, but now they are and that history should not be repeated.
- A fellow expresses their experience with eucalyptus on Berkeley North Hills. The fellow noted that 4,000 eucalyptus trees have been taken down. Most recently, they removed eucalyptus on the East Side of Foothill Dormitory. And this week they are removing more.
- Another fellow speaks on the unexpected circumstances of COVID-19 and the fire emerging around that time. The fellow reflected on the PG&E power outages, fires, and bad air quality. The fellow mentions how the University launched the Task Force on Instructional Resilience, and expressed how impressed they were with the University’s proactivity. The fellow highlights that the Task Force on Instructional Resilience is still up and running.

- Another fellow brings the conversation back to the e-scooter, especially creating mutual respect. Pedestrians and small businesses should have the Telegraph Avenue space - 4 blocks, given the symbolic and great movement it represents. This should actively impact our on-campus discussions, the fellow highlights.
 - The fellow extended an invitation to the fellows and anyone interested to participate in the Berkeley Project, a community service organization. The project aims to educate and allow volunteers to support a particular community.
- Another fellow lists some programs to look into:
 - Disasters Lab - UC Berkeley
 - The Berkeley Research Fire Lab
 - Cal Fire - College Of Engineering
 - These aim to reduce the risk of fire and disaster surrounding the Berkeley area and more, the fellow stated.
- A fellow speaks about instructional resilience and the campus air quality. The fellow does not see the need for on-campus classes when the AQI is nearing 200, given this a high number. The range for unhealthy air is between 150-200 ([read more](#)). The fellow argues that under 200 AQI the University does not cancel classes, but only above this number will act. In conjunction with disruptive technologies that emerged during COVID-19, the fellow urges to leverage them, especially in a scenario where fires are at the center of the conversation.
- The Warden adds that there is inconsistency in information among professors when it comes to fire quality. The Warden is curious as to why there is inconsistency and calls for standardization across all professors on the campus. Especially, post-COVID-19.
- A fellow reflects on his time at the Navy. The fellow hopes that building paint (anti-propane) doesn't have negative ramifications. The fellow advocates for education around fire drills, and builds that air quality 200 is too high and should be revisited.
- A fellow proposes education around earthquake safety and fire drills. Especially, because a lot of students are not from California.
- A fellow posts questions to the discussion floor: Where do the students go when there is an emergency? How many of you (fellow/students/faculty) have paid attention to emergency songs? Do you know where to go? If you knew where to go, would you go there? Or would you go where the University needs you to go? Or would you go where you deem safer?
- A fellow centers the conversation around housing unsafety. The fellow remarked that they did not know their housing rights, but now that they know, this knowledge allows them to take any action. The fellow noted that landlords do not take student safety seriously. The issue is exacerbated given that this is not common knowledge. The fellow wonders if the city can respond to a safety issue promptly. Because they believe, the university would.
- A fellow responds to one of the questions posted earlier and states that there are going to be some people who will act irrationally in the case of an emergency. The fellow would not put their trust in other people who are not reliable as not a lot of people do not know where the sings are.

- The fellow noted how during environmental issues, online learning would be a good alternative for the environment.
- Another builds on the previous fellow's point and adds that signs have rich information about bomb threats and earthquakes (other emergencies included). The fellow recommends making this information a requirement on the classes' syllabus, and that all professors should go over these safety measures during syllabus week.
- Another fellow admits that safety measures should be added during Golden Bear Orientation week. But, cautions that if the information is too loaded, it would just become noise.
- A fellow, adds that it should be a combination of both GBO leaders and classes syllabus.
- Another fellow confirms that these safety measures are already given during GBO week.
- Another fellow mentions that these safety measures should be shown during Bear Pact.
- Fellow offers to add these safety measures as mandatory module learnings on the CalCentral page. Fail to do these, students should get penalized with a hold on their account.
- The Warden encourages the university to enforce existing legal policies and regulations for on-campus transportation and safety hazard measures.
- Another fellow posts another question: Does the University still use goats for fire management? Hopes that the University still uses them as they are effective.
- A fellow states that he has seen the goats in the past three years.

Discussion Adjourned at 7:30 PM. The Meeting closed with Song. Notes were compiled by the Chronicler.