COMMISSION ON UNIVERSITY SUPPORT
MEETING MINUTES
December 17, 2015
325 Burruss Hall

MEMBERS
Members Present: Robbie Ashton, Cynthia Bonner, Mary Christian, William Dougherty, Debbie Greer (for Dwight Shelton), Angela Hayes (for Charles Phlegar), Kathy Hosig, Bradley Klein, Edward Lener, Scott Midkiff, Kayla Smith (for Sherwood Wilson), Ken Smith, Ryan Speer, Martina Svyantek (for Henry Murray)

Members Absent: Richard Ashley (with notice), Lay Nam Chang, Paul Deck, Chris Kiwus (with notice), Christina Lapel, Amy Tunison (with notice)

Guests: Steve Mouras, Dale Pike, Jason Soileau

Recorder: Vickie Chiocca

1. **Approval of agenda**

   Edward Lener, Chair, called the meeting to order at 2:04 p.m. The agenda was approved.

2. **Announcement of approval of October 15, 2015 minutes**

   These minutes were approved electronically.

3. **New Business**

   Scott Midkiff and Dale Pike gave a presentation on the implementation of the **Canvas Learning Management System**, noting that:
   - 48% of Students, 22% of faculty, and 12% of sections are now using Canvas;
   - Migrations to Canvas, for courses, began in Fall 2015;
   - Early planning for solution(s) to managing Project Sites, ePortfolios, & SPOT Online have begun;
   - Migrations to be complete and Sakai decommissioned by Spring 2017;
   - The final IT Council report containing recommendations for potential solution(s) to project site management is expected soon, with the intention (from Central IT) to offer multiple supported pathways. (Attachment A.)

   Dr. Midkiff gave a briefing on "**Two-factor Authentication**," the new security login process that began in November, for use with several web-based applications. More applications will be added on January 9 and mandatory enrollment for all applications is planned in July 2016.

Ken Smith, representing the Academic Support Committee, asked the Commission to provide input on whether or not the university should consider **closing on Labor Day**. The university closed on Labor Day in 2015, due to several large events that would have compromised normal operations. The Committee has been asked to consider whether to make the Labor Day closing a permanent part of the Academic Year Calendar and is gathering input. Mr. Smith presented the following points for discussion and consideration:

- The Committee has collected information on Labor Day Closings at other public universities:
    - Out of 60 large public research-intensive universities that start classes before Labor Day, only three are open on Labor Day (Virginia Tech, University of Virginia, and Texas A&M University).
    - Nine of 15 Virginia public institutions are open on Labor Day.

- There are major implications for lab instructors, since closing on Labor Day Monday impacts the lab schedule for the semester. They may be amenable to making up the time later (such as holding classes on what has been Fall Break for the last several years or at the end of the semester). Mr. Lener will ask Felicia Etzkorn, one of the faculty senate representatives to the Commission, to speak to these concerns at our next meeting since she is based in the Chemistry Department.

- Labor Day is a staff holiday but not a faculty holiday. Questions were raised on why Labor Day is not also granted to faculty, since it is a federal/state holiday. The same question applies to a few other official holidays, most notably Veteran's Day.

- Mr. Smith requested that the members discuss the proposed Labor Day closing with their constituent groups and share any comments with him at kensmith@vt.edu or bring to the next meeting.

This item will be added to the January agenda for discussion.

4. **Reports from Committee Chairs/Representatives**

Mr. Soileau noted the **Campus Development Committee** did not meet in November or December, so had no updates to report at this time. The Committee will next meet in January 2016.

The **Energy and Sustainability Committee** met September 28, October 26, and November 16, 2015. Mr. Mouras shared the following discussion items:
- Updates on the Green Request for Proposals (RFP).

- New energy initiatives that comprise a $2.5 million investment in infrastructure.
- Update on composting services and potential options for future composting.
- Student intern programs, including residence hall energy conservation competition.

The **Transportation and Parking Committee** met on October 9, and November 20, 2015. Mr. Speer noted the following discussion items:
- Chief Foust gave an update on the Drillfield Drive changes, stating that they have been well received by the campus community.
- Update on the Parking and Transportation Master Plan - A public meeting took place in November, and the next stakeholder meeting with the consultants will occur in February.
- A Resolution has been put forward from Faculty Senate regarding sustainable considerations in the Parking and Transportation Master Plan (Attachment B). Mr. Soileau noted sustainability is part of the original scope of the plan.

Bradley Klein asked if data is being collected with the new RFID chips that are now in the faculty/staff vehicle parking tags. Mr. Speer will ask the Transportation and Parking Committee what data is being collected, if any, and how long it is retained.

5. Acceptance of Committee Minutes

The following committee minutes were accepted electronically by the Commission:
- Campus Development Committee– September 24, 2015

- Energy & Sustainability Committee – September 28, 2015 and October 26, 2015

- Transportation & Parking Committee – October 9, 2015 and November 20, 2015

6. Next meeting date

January 21, 2015, 2:00 p.m. 325 Burruss Hall

Adjourned at 2:58 pm.

Respectfully submitted,

Vickie Chiocca

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Commission on University Support

December 17, 2015

Scott Midkiff   Dale Pike

midkiff@vt.edu   dalepike@vt.edu

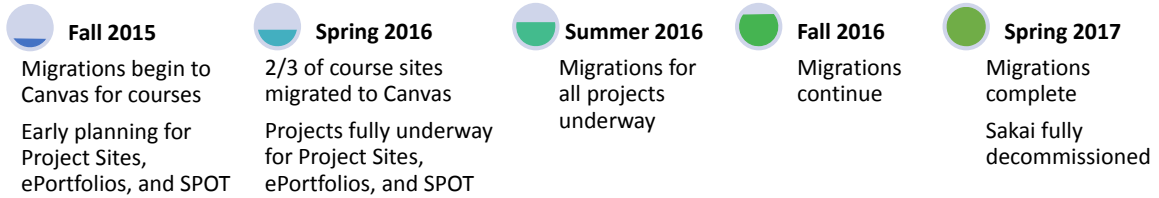**VirginiaTech**
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Next Generation LMS Program

❑ Four projects that result in the replacement and decommissioning of Sakai/Scholar

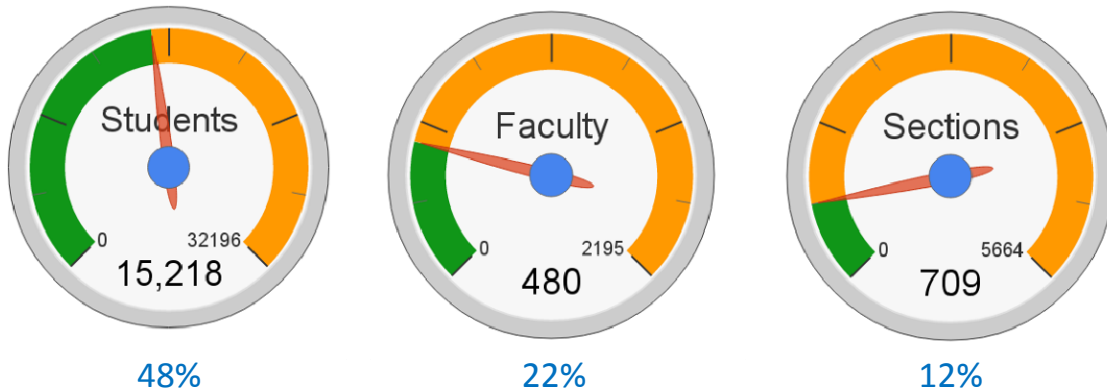| Scholar Course Sites	Scholar Project and Administrative Sites	Next Generation ePortfolios	SPOT Online
• Official course sites for faculty teaching undergraduate and graduate courses	• Used by groups from search committees to research projects to manage documents and communication	• A specialized use case that allows students to demonstrate their learning by curating a collection of evidence	• Sakai provides the infrastructure for SPOT online

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Next Generation LMS Timeline

Fall 2015

Migrations begin to Canvas for courses

Early planning for Project Sites, ePortfolios, and SPOT

Spring 2016

2/3 of course sites migrated to Canvas

Projects fully underway for Project Sites, ePortfolios, and SPOT

Summer 2016

Migrations for all projects underway

Fall 2016

Migrations continue

Spring 2017

Migrations complete

Sakai fully decommissioned

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Canvas Adoption Rates for Fall 2015 Course Sites

❑ About 48% of students, 22% of faculty, and 12% of course sections are in Canvas for at least one class this semester

Students
32196
15,218

Faculty
2195
480

Sections
5664
709

48%   22%   12%

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Helping us get there: Content Migration Tools and Support

❑ These tools provide a way to copy Scholar site content directly into Canvas. They offer direct conversion from key Scholar content areas
- Assignments, forum, lessons, modules, resources, tests & quizzes

❑ We have a variety of support options:
- Student consultants are available on demand to help any faculty member who would like assistance with moving from Scholar to Canvas. NLI registration here
  - We are also providing departmental site visits for those departments that want to have a student consultant team come on site—requests go to nextgenerationlms-g@vt.edu
- Course redesign consultations are also available on demand for faculty who wish to redesign as part of the move. NLI registration here
- 24/7 support by phone, chat, and ticketing from Instructure, directly from the Canvas Help menu

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Project Sites

❑ Community feedback during the Spring 2015 proof-of-concept indicated the importance and impact of project sites
- Engagement during the proof-of-concept included six town halls, 12 meetings with college and academic leadership groups, student association input, meetings with Commissions and administrative leaders, and a variety of NLI sessions

❑ As a result of this input, we partnered with the IT Council to robustly document requirements and evaluate prospective alternatives
- Including a university-wide survey with 249 responses

❑ Final ITC report expected soon. Known outcomes include:
- Identification of five primary use cases: file sharing, collaboration, training/courses, advising, and email distribution
- Intention to offer multiple, supported options for project sites
  - Including at least one option that will have hands-on migration assistance akin to current Canvas migration offerings

Next Generation LMS
Program Updates
https://tlos.vt.edu/NextGenerationLMS/

VirginiaTech

Dr. Timothy D. Sands
President, Virginia Tech
Burruss Hall, Suite 210

Blacksburg, 25 November 2015

Dear President Sands,

As you know, Virginia Tech is currently undertaking a decadal review of its Parking and Transportation Master Plan, which is due to produce a final plan in the Spring of next year. As part of this process, VT's Director of Transportation Planning and Sustainability Steve Mouras has visited with each of our assemblies, and we have sent delegates to the stakeholder meetings that have been arranged this semester. Following these meetings, concerns were raised that the planning process appears to lack vision and direction when it comes to sustainable transportation. Specifically, we have been told on multiple occasions that if the plan is to prioritize sustainability, there needs to be a concerted push for this from the VT community, and that the consultants developing the plan have not been given specific guidance to pursue sustainability as a consideration in their work.

Because sustainability is a widely shared value throughout the Virginia Tech community, because a university that tasks itself with inventing the future should be a leader in sustainability, and because research shows that the choices made in defining the planning process of a transportation project tend to be critical to the outcome, we believe that a different approach is warranted. Therefore, the VT Faculty Senate, Graduate Student Assembly, and Student Government Association have each adopted the attached Joint Resolution, which requests that the University requires the parking and transportation consultants to develop a vision and strategies to advance sustainable transportation on the VT campus, and to present these alongside more conventional options, so that the university community can compare the environmental and social impacts of the plans and imagine VT's transportation future appropriately.

In addition to this main request, the resolution makes several specific recommendations for a balanced transportation plan. We want to stress these are not meant to be comprehensive, but are chosen as examples that reflect the values and priorities a sustainable transportation plan should advance.

We very much appreciate your attention to this issue, and are hopeful you will find our request to be reasonable.

Sincerely,

Rami Dalloul
President, Faculty Senate

Matthew Chan
President, Graduate Student
Assembly

Tanushri Shankar
President, Student Government
Association

encl: Joint Resolution Requesting the Development of a Sustainable Option for Parking and Transportation at Virginia Tech

cc: Thanassis Rikakis, Sherwood Wilson, Steve Mouras, Jason Soileau, Lisa Wilkes, Kevin Foust

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JOINT RESOLUTION REQUESTING THE DEVELOPMENT OF A SUSTAINABLE OPTION FOR PARKING AND TRANSPORTATION AT VIRGINIA TECH

The Virginia Tech Faculty Senate, Student Government Association, and Graduate Student Assembly hereby jointly requests that the Director of Transportation Planning and Sustainability at Virginia Tech <u>requires</u> the consultant creating the Parking and Transportation Master Plan to develop a vision and strategies to advance sustainable transportation on the Virginia Tech Campus. These need to be presented alongside the more conventional solutions that are under development, so that members of the university community can compare the environmental and social impacts of the proposed plans and imagine Virginia Tech's transportation future appropriately. Without an understanding of the differential impacts of a car-oriented transportation plan in relation to more sustainable options, both in terms of personal experience and effects on the campus environment, faculty, staff, and students will not be able to contribute informed feedback.

Strategies to advance sustainable transportation should promote active transportation, such as walking and bicycling, in addition to the provision of a well-connected, efficient, and extensive bus system.

Creating a clear vision for sustainable transportation services at Virginia Tech aligns directly with the Beyond Boundaries challenge of envisioning the campus of the future. It would also ensure that the unique and intimate nature of the campus is protected as enrollment increases in the coming years. One goal should be less reliance on autos to travel around and across the campus. Further, parking is a poor use of space that could otherwise be used for natural or productive uses. Autos (driving and storage) create an additional financial burden on students, faculty, and staff. Research has shown that the supply of ample free or low-priced parking is a huge incentive to driving.

We request that the consultant considers the following ideas in the development of the new master plan:

- Since car ownership is lower among university students than in the general public, university campuses are uniquely positioned to promote walking, cycling, and public transport. In fact, many university campuses are known for their sustainable transport systems and the high quality of life a car-free or car-light environment can provide (e.g., University of Colorado at Boulder, UC Davis, UW Madison, Stanford University).

- There is a national trend among young adults to not own a car and not drive as much as previous generations. If Virginia Tech wants to successfully compete for these students, the university has to provide a balanced transportation system.

- Young drivers (younger than 25 years) have the greatest fatality and injury rates of all drivers in the US. Providing opportunities for young adults to walk, cycle, or ride public transport will enhance safety for drivers themselves and for pedestrians and cyclists.

- Walking, cycling, and public transport only use a fraction of the space needed for moving and parking motor vehicles. Thus, the sustainable modes of transportation can help improve the use of space on the university campus.

- As the VT campus expands into the current golf course and the Corporate Research Center (CRC), it will become progressively less walkable. Cycling and shuttle buses are well suited to fill the resulting transportation needs in way that personal cars are not, and can help mitigate the sense of isolation that already exists within academic units located at the CRC.

- A balanced transportation plan should include:
    - A plan for a safe and convenient bicycle network, with paths, lanes, cycle tracks, bike parking at dormitories and lecture halls, sheltered and secure bike parking for overnight storage, and signage for cyclists.
    - A plan for a pedestrian network, including sidewalks, well-lit and marked crosswalks, and short-cuts for pedestrians.
    - Sheltered bus waiting areas with real time information for public transportation.
    - A plan to slow down and reduce car travel on campus. WHO and OECD studies show that pedestrians are much more likely to be killed when car impact speeds exceed 20 mph. Slow speeds help avoid crashes altogether and reduce impact if crashes occur.
    - Recommendations for programming (soft measures): such as car-free days, ciclovías, parking day, safe driving programs, ped+bike safety promotion, CO_2 diets, etc.

- The title of the plan should be changed so that it reflects on a more balanced treatment of transportation options and does not elevate parking above other, more sustainable, transportation options.

- Consider developing a program to monitor indicators of progress for sustainable transportation systems. For example, measure and track bicycle and pedestrian volumes over time to compare to motor vehicle use on campus.