

El Camino College
Parking and Traffic Advisory Council
November 28, 2017

Stephanie Bennett

Mike Blada

Lyn Clemons

Randal Davis

Amy Hanoa

Tom Hazell

Jonelle Jones-Morrison

Kate McLaughlin

Erick Mendoza

Gary Robertson

Mike Trevis

A.S.O. Rep. – Juan Ortiz

The meeting started at 1:06 pm.

The minutes of October 25th were approved.

Lot C

Erick, Chief Trevis and the Director of Facilities walked the Lot C structure with the traffic flow engineer and pointed out the issues. The engineer explained that it is safer to have no speed bumps or parking blocks because they are tripping hazards. The engineer will provide recommendations.

Electric Charging Stations

The charging stations have been installed and last Wednesday was the first day they were available for use. A couple of people have been using them. There are five stations and each station can charge two vehicles for a total of ten spots. The rate is thirty-five cents per kilowatt hour. It gives an estimated time of completion and texts the owner when it is done charging. Due to wiring, the power has to be split when two cars are plugged into the same station thus, taking longer to charge. Credit cards are not accepted at the charging stations. It accepts payment through an app on your phone or a card that you can prepay and scan on the machine when you sign up for an account. You will need to have an ECC permit while charging. Public Relations will send the information out.

Lot F

The structure is in its final stages of testing. They are currently doing the asphalt testing.

Credit Card Fees

In one month, about a thousand students have used the credit card feature on the permit machines without being notified that the feature exists. The machines will take Discover and American Express as well as Visa and Mastercard. Only nine machines have the credit card feature. We get charged about ten percent per credit card transaction. Saturdays and Sundays are when the feature is used more often because that is when guests are on campus for special events. The machines on the first floor of Lot H and on the south side of Lot C are the machines most often used.

AQMD (Air Quality Management District)

Erick is waiting for AQMD's evaluation of our rideshare program for last semester. They evaluate based on our yearly survey of how many employees carpool or use alternative transportation.

Roundtable

Gary Robertson – Is the special event parking fees still in process? Yes, it is still being worked on. He brought up his concerns about stop signs on campus and the liability that may happen due to traffic collisions. In Lot F, mostly all the signs were taken down and should be replaced when completed. As far as he knows, the stop signs aren't going to go back up.

Juan Ortiz – He talked to the senate about the issues with lot C. They suggested speed humps, changing the hue of the lights, position of the lights or to make a wall to block the light. They also suggested limiting what type of cars get to park in each level.

In response to the Lot C lighting issue, it was said that louvers will be installed to block the light. It has gone to bid and is waiting on approval. There are also light engineers to help figure out the lighting problem.

Mike Blada- He talked to Tom Brown about stop signs. Tom said they weren't needed and would be costly to place them around campus. Mike noticed there were hardly any on campus, just the signs painted on the ground.

Gary would like to recommend stop signs on peripheral roads on campus for liability reasons.

Lyn Clemons – A faculty member is concerned about the speed of facilities carts on campus. Mike thinks it would be good to remind facilities and staff about safety when driving on campus.

Another issue brought up to her by a student is skateboarders. Can we have designated pedestrian walkways or safe passages? If we look at the flow on campus we can figure out where to put pathways.

It is hard to designate pathways when the campus is constantly remodeling although, there should be some signage during construction showing pedestrian pathways. It is hard for officers to stop skateboarders because they are going too fast. Officers will not chase them down because it will create more of a hazard. They try to enforce without endangering the public.

Mike wanted to know if there were any spots on campus where carts shouldn't be allowed to drive. The walkway/tunnel on the north side of the Bookstore and the south side of the stadium were areas of concern. The breezeway in between Communications and Student Services is also a bad spot. What can we do to prevent vehicles from driving in these areas? Fencing was a suggestion.

The meeting ended at 2:09 pm.