edition represents the most current rate with student-based trips. The resulting estimate of the number of trips associated with the proposed project is summarized in **Table 4.6-7**.

TABLE 4.6-7: EAST LOS ANGELES COLLEGE TRIP GENERATION ESTIMATES

Land Use	ITE Trip Rate Category	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Student Growth	Community College	3,012/a/	4,633	384	38	422	348	164	512

/a/Trip generation rate based on students.
SOURCE: *ITE Trip Generation Manual, 6th Edition,* and Cordoba Corporation, *East Los Angeles Community College Master Plan Update Traffic and Parking Analysis,* January 2010.

It should be noted that the proposed project calls for a total increase in enrollment of an additional 6,845 students, resulting in approximately 3,012 new day-time students. This is based on the current enrollment split of 44 percent daytime students and 56 percent evening and/or night students. The Final EIR for the 1998 Facilities Master Plan analyzed an increase of 3,511 new day-time students. The day time students have the greatest effect on peak hour traffic conditions, therefore, the potential traffic impacts of the proposed project are based on the number of daytime students. While the number of new nighttime students will be greater than the number of daytime students, they travel to and from the campus during off-peak periods of traffic.

Using the ITE trip generation equations, the 3,012 new day-time students are expected to generate a total of approximately 4,633 net new trips per day. Approximately 422 net new trips will occur during the AM peak hour, while 512 net new trips will result during the PM peak hour.

Intersection Analysis

Future Cumulative Base Traffic Conditions

The Year 2015 Future Base peak hour traffic volumes were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the 12 study intersections for without project conditions. The results are shown in **Table 4.6-8**. Based on the standards established by the City of Monterey Park, one of the 12 analyzed intersections is projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions without the addition of project traffic. The Ford Boulevard/I-710 Northbound On Ramp and Floral Drive intersection operates at LOS D during the PM peak hour.

Future Cumulative Base Plus Project Traffic Conditions

The Year 2015 Future Base plus project peak hour traffic volumes were analyzed to determine the V/C ratio and/or average vehicle delay, and LOS at each of the 12 study intersections for with project conditions. The results are shown in **Table 4.6-8**. Based on the standards established by the City of Monterey Park, three of the 12 analyzed intersections are projected to operate at an unacceptable level of service (LOS D, E, or F) under future conditions with the addition of project traffic. One of the impacted intersections (Humphrey Avenue/ I-710 Southbound and Floral Drive) would still operate at acceptable level of service (LOS C or better). According to the City guidelines, since this impacted intersection is projected to operated at acceptable level of service, excess capacity would not be required for this location. For comparative purposes, the Final EIR found projected impacts at three of the 12 analyzed intersections.