

TABLE 4.6-3: EXISTING INTERSECTION LEVEL OF SERVICE				
Intersection	AM Peak Hour		PM Peak Hour	
	V/C or Delay	LOS	V/C or Delay	LOS
1. Humphrey Ave./I-710 SB and Floral Dr.	0.601	B	0.581	B
2. Ford Blvd./I-710 NB and Floral Dr.	0.639	B	0.761	C
3. Monterey Park Rd. and Floral Dr.	0.493	A	0.548	A
4. Bleakwood Ave. and Floral Dr. /a/	16	C	20.2	C
5. Bleakwood Ave. and Ave. Cesar Chavez	0.369	A	0.340	A
6. State Route 60 EB and Atlantic Blvd.	0.537	A	0.563	A
7. State Route 60 WB/1 st St. and Atlantic Blvd.	0.651	B	0.679	B
8. Collegian Ave. and Ave. Cesar Chavez	0.538	A	0.465	A
9. Atlantic Blvd. and Ave. Cesar Chavez	0.609	B	0.642	B
10. Collegian Ave. and Floral Dr.	0.481	A	0.645	B
11. Atlantic Blvd. and Floral Dr.	0.490	A	0.496	A
12. Atlantic Blvd. and Brightwood St.	0.536	A	0.588	A

/a/ Strip controlled intersection; methodology does not calculate V/C. Delay is reported as total intersection delay, in seconds.
SOURCE: Cordoba Corporation, East Los Angeles Community College Master Plan Update Traffic and Parking Analysis, January 2010.

Existing Parking Conditions

Currently, there are six parking lots, two parking structures, and street parking along Avalanche Way and Avenida Cesar Chavez Frontage Road that exist on the ELAC campus. A total of 3,977 parking spaces are available on campus. **Table 4.6-4** shows the total number of spaces available in each parking facility.

Existing Parking Utilization

A parking utilization survey was conducted by Cordoba Corporation on September 14, 2009 between 7:00 a.m. and 9:00 p.m. to assess the use of the various parking facilities during the school session. Parking on the ELAC campus has three peak periods. The peak periods occur during the morning, from 10:00 a.m. to 12:00 p.m., during the afternoon from 3:00 p.m. to 5:00 p.m., and during the evening from 6:00 p.m. to 8:00 p.m. During the morning peak hour, approximately 63 percent (2,405 parking spaces) of the total available parking spaces were used. During the afternoon peak hour, approximately 53 percent (2,023 parking spaces) of the total available parking spaces were used. During the evening peak hour, approximately 51 percent (1,947 parking spaces) of the total available parking spaces were used. None of the lots reached maximum capacity during any of the peak periods. Of the lots greater than 100 spaces, the Southwest and Northeast lots reached a maximum utilization of 90 and 88 percent, respectively, during the morning peak period. **Table 4.6-5** shows the existing use of parking lots during peak hours.