



501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis

March 25, 2021

Submitted to:



J# 11002 | Prepared by Iteris, Inc.

Innovating Through Informatics™



TABLE OF CONTENTS

1.0	Introduction.....	4
1.1	Project Description.....	4
1.2	Study Area	4
1.3	Study Periods	7
2.0	Environmental Setting.....	7
2.1	Roadway Configurations	7
2.2	Existing Public Transit.....	8
2.3	Existing Traffic Volumes	8
3.0	Traffic Operations Analysis Methodology	10
4.0	Existing Conditions	11
5.0	Proposed Project Traffic.....	11
5.1	Project Trip Generation.....	11
5.2	Project Trip Distribution.....	14
5.3	Project Trip Assignment	14
6.0	Existing Plus Project Conditions	17
6.1	Existing Plus Project (with Existing Compton Boulevard) Intersection LOS	17
6.2	Existing Plus Project (with Reconfigured Compton Boulevard) Intersection LOS.....	19
7.0	Opening Year 2024 Without Project Conditions	22
7.1	Ambient Growth.....	22
7.2	Cumulative Project Growth.....	22
7.3	Intersection LOS	22
8.0	Opening Year 2024 With Project Conditions.....	23
8.1	Opening Year 2024 With Project (with Existing Compton Boulevard) Intersection LOS	23
8.2	Opening Year 2024 With Project (with Reconfigured Compton Boulevard) Intersection LOS	25
9.0	California Environmental Quality Act (CEQA) Transportation Analysis.....	26
10.0	Conclusions.....	29
	Appendix A – Existing Traffic Count Data	30
	Appendix B – LOS Calculation Sheets	31
	Appendix C – Opening Year 2024 Intersection Volumes	32



TABLES

Table 1: Intersection Level of Service Definitions.....	10
Table 2: Existing Intersection Peak Hour LOS	11
Table 3: Proposed Project Trip Generation	13
Table 4: Existing Plus Project (With Existing Compton Boulevard) Intersection Peak Hour LOS.....	19
Table 5: Existing Plus Project (With Reconfigured Compton Boulevard) Intersection Peak LOS	21
Table 6: Cumulative Project.....	22
Table 7: Opening Year 2024 Without Project Intersection Peak Hour LOS	23
Table 8: Opening Year 2024 With Project (With Existing Compton Boulevard) Intersection Peak Hour LOS	24
Table 9: Opening Year 2024 With Project (With Reconfigured Compton Boulevard) Intersection Peak Hour LOS	25
Table 10: Comparison of Project VMT Performance to the Citywide Averages	27
Table 11: Comparison of Project VMT Performance to the Citywide Averages	28

FIGURES

Figure 1 – Project Location and Study Intersections	5
Figure 2 – Project Site Plan	6
Figure 3 – Existing Peak Hour Intersection Traffic Volumes	9
Figure 4 – Existing Intersection Lane Configurations.....	12
Figure 5 – Project Trip Distribution.....	15
Figure 6 – Proposed Project Trip Assignment.....	16
Figure 7 – Existing Plus Project Peak Hour Intersection Volumes	18
Figure 8 – Reconfigured Compton Boulevard Intersection Lane Configurations	20



1.0 INTRODUCTION

This focused traffic impact analysis has been prepared for the proposed 501/601 East Compton Boulevard Specific Plan in the City of Compton. This analysis evaluates the operations of the surrounding circulation network, as potentially being impacted by the proposed project. This report provides key traffic information regarding existing and future traffic volumes, determination of Levels of Service (LOS), and an analysis of project impacts at study intersections.

1.1 Project Description

The proposed mixed-use project consists of 300 residential units, 44,787 square feet of Innovation Hub and Creative Studios space, and 7,734 square feet of retail use. In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic. Two parking garages will be provided on the site. The western garage will serve residential uses only and provide vehicular access via a driveway off Spring Avenue. The eastern garage will serve commercial uses only, with vehicular access provided via a driveway along Santa Fe Avenue. The project site is currently vacant. **Figure 1** shows the location of the proposed project site in relation to the surrounding street network. The proposed general project site plan is shown in **Figure 2**.

1.2 Study Area

The study area for this focused analysis of the proposed project impacts includes three (3) significant signalized intersections in the project vicinity. The study intersections are illustrated in the previously referenced **Figure 1** and are as follows:

1. Alameda Street (West)/Compton Boulevard;
2. Alameda Street (East)/Compton Boulevard; and
3. Santa Fe Avenue/Compton Boulevard.

Note that intersections 1 and 2 operate as one intersection since Alameda Street is bisected by the entrenched Alameda Corridor freight rail expressway.





- Residential
Number of Units
- Commercial/ Retail
- Creative Office Space
- Parking Spaces
Above & Below Grade



1.3 Study Periods

Traffic operations were evaluated for each of the following scenarios during the weekday a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak hours:

- Existing Conditions;
- Existing Plus Project (With Existing Compton Boulevard) Conditions;
- Existing Plus Project (With Reconfigured Compton Boulevard) Conditions;
- Opening Year 2024 Without Project Conditions;
- Opening Year 2024 With Project (With Existing Compton Boulevard) Conditions; and
- Opening Year 2024 With Project (With Reconfigured Compton Boulevard) Conditions.

2.0 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway and transit system within the study area, and the methodology used to determine existing traffic volumes.

2.1 Roadway Configurations

The existing configuration of the roadways within the study area are described below:

- **Compton Boulevard** is a four-lane roadway running in an east-west direction that provides access to Compton Civic Center as well as the Compton Town Center and Renaissance shopping centers. On-street parking is provided on both sides of the roadway, and Class II bike lanes exist east of Alameda Street where the curb-to-curb roadway width is approximately 80 feet. The posted speed limit along Compton Boulevard is 35 miles per hour west of Alameda Street and 30 miles per hour east of Alameda Street.
- **Alameda Street** is a north-south oriented roadway separated into bidirectional eastern and western portions, with the Alameda Corridor trench running in between. Alameda Street East is a two-lane undivided roadway, while Alameda Street West is a four-lane roadway intermittently divided by an unraised median. Alameda Street East has a posted speed limit of 35 miles per hour, while Alameda Street West has a posted speed limit of 40 miles per hour. Both segments of Alameda Street provide access to a variety of industrial uses, though Alameda Street West also provides access to the Compton Town Center and Renaissance shopping centers and Alameda Street East provides access to Wilson Park.
- **Santa Fe Avenue** is a four-lane roadway oriented in a north-south direction divided by both raised and unraised medians. There is on-street parking provided on both sides of the road as well as Class II protected bike lanes. The posted speed limit is 40 miles per hour. It serves primarily residential uses as well as a number of religious and educational institutions.



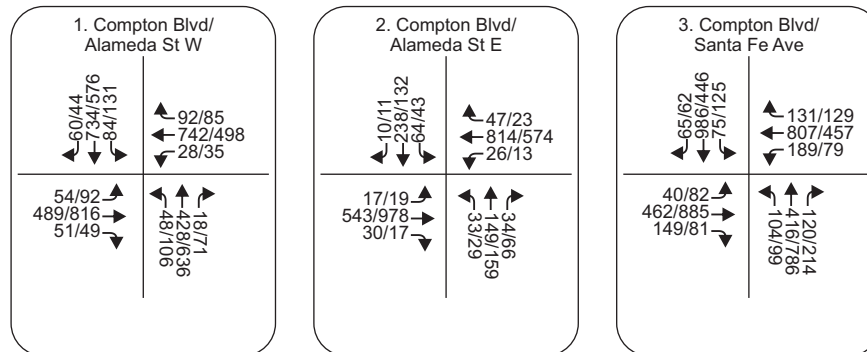
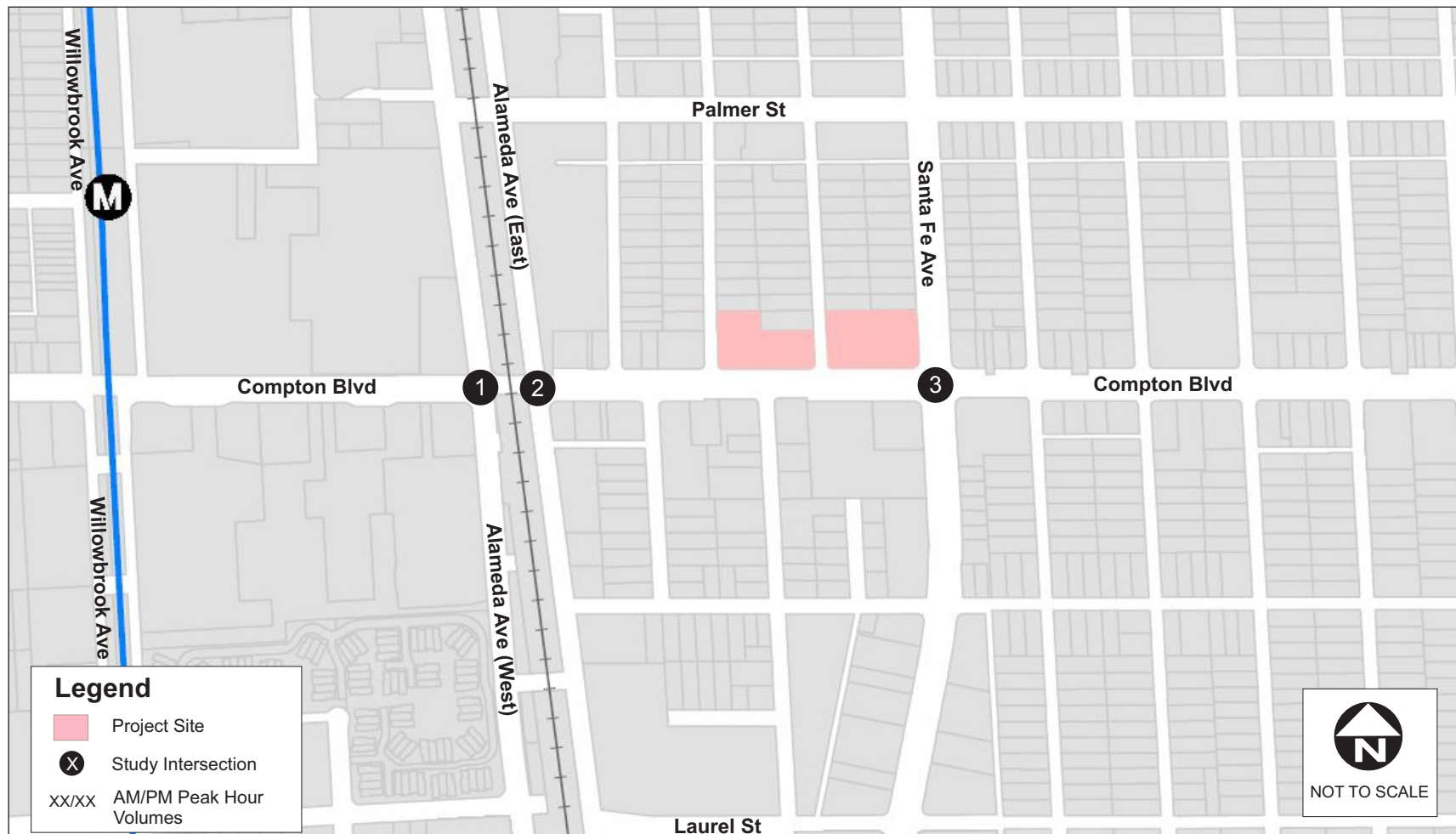
2.2 Existing Public Transit

The study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (LA Metro). Along Compton Boulevard between Alameda Street and Santa Fe Avenue, there are three bus stops in the westbound direction and three bus stops in the eastbound direction. The bus stops serve Lines 60, 125, 127, and/or 128. In addition, there is a bus stop in the northbound direction along Santa Fe Avenue north of Compton Boulevard.

In addition to bus service, the proposed project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach.

2.3 Existing Traffic Volumes

Existing traffic volumes are based on vehicle turning movement counts conducted at the three study intersections in October 2019 during the a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak periods on a typical weekday with local schools in session, prior to the COVID-19 pandemic. The peak hour volume used in the analysis was the highest single hour of traffic during each of the peak periods. Detailed vehicle turning movement data are included in **Appendix B. Figure 3** shows the existing peak hour volumes at the study intersections.





3.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS "A" represents relatively free operating conditions with little or no delay. LOS "F" is characterized by extremely unstable flow conditions and severe congestion with volumes at or near the intersection's design capacity. This results in long queues backing up from all approaches to intersections.

As a result of the unique configuration, the closely spaced Alameda Street West/Compton Boulevard and Alameda Street East/Compton Boulevard intersections were not analyzed using the Intersection Capacity Utilization (ICU) methodology which is typically used in jurisdictions within Los Angeles County. Rather, all study intersections were analyzed using the Synchro software package which utilizes the Highway Capacity Manual (HCM) methodology and is more suited to evaluate unique intersection configurations. The HCM methodology uses average vehicle delay, in seconds, as the metric for determining intersection LOS. It is assumed that these two closely spaced intersections operate as one signal, though two separate intersection delays are presented. **Table 1** presents the average delay associated with each LOS grade as well as a qualitative description of intersection operations at that grade.

Table 1: Intersection Level of Service Definitions

Level Of Service	Description	Signalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤ 20
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35 and ≤ 55
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55 and ≤ 80
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80

Source: Highway Capacity Manual



4.0 EXISTING CONDITIONS

A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at study intersections. As mentioned, traffic counts used in this analysis were collected in October 2019, before the COVID-19 pandemic. **Figure 4** summarizes the existing intersection lane configurations. **Table 2** summarizes the existing LOS at the study intersections. LOS calculation sheets are provided in **Appendix B**.

Table 2: Existing Intersection Peak Hour LOS

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Alameda St (West)/Compton Blvd	Signalized	27.9	C	36.1	D
2	Alameda St (East)/Compton Blvd	Signalized	24.8	C	25.0	C
3	Santa Fe Ave/Compton Blvd	Signalized	35.7	D	33.2	C

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 2**, the study intersections in the vicinity of the proposed project are currently operating at LOS D or better.

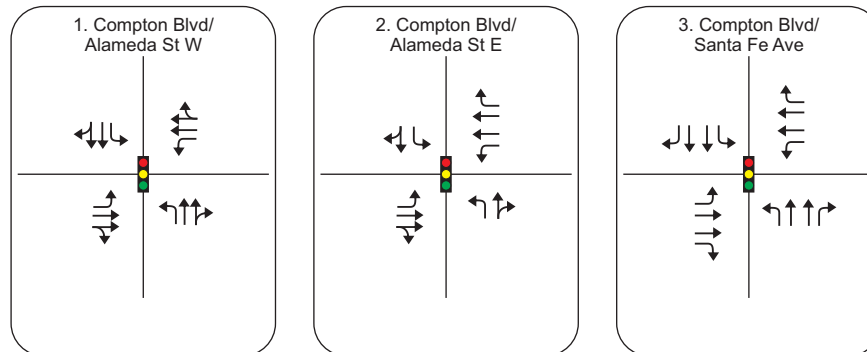
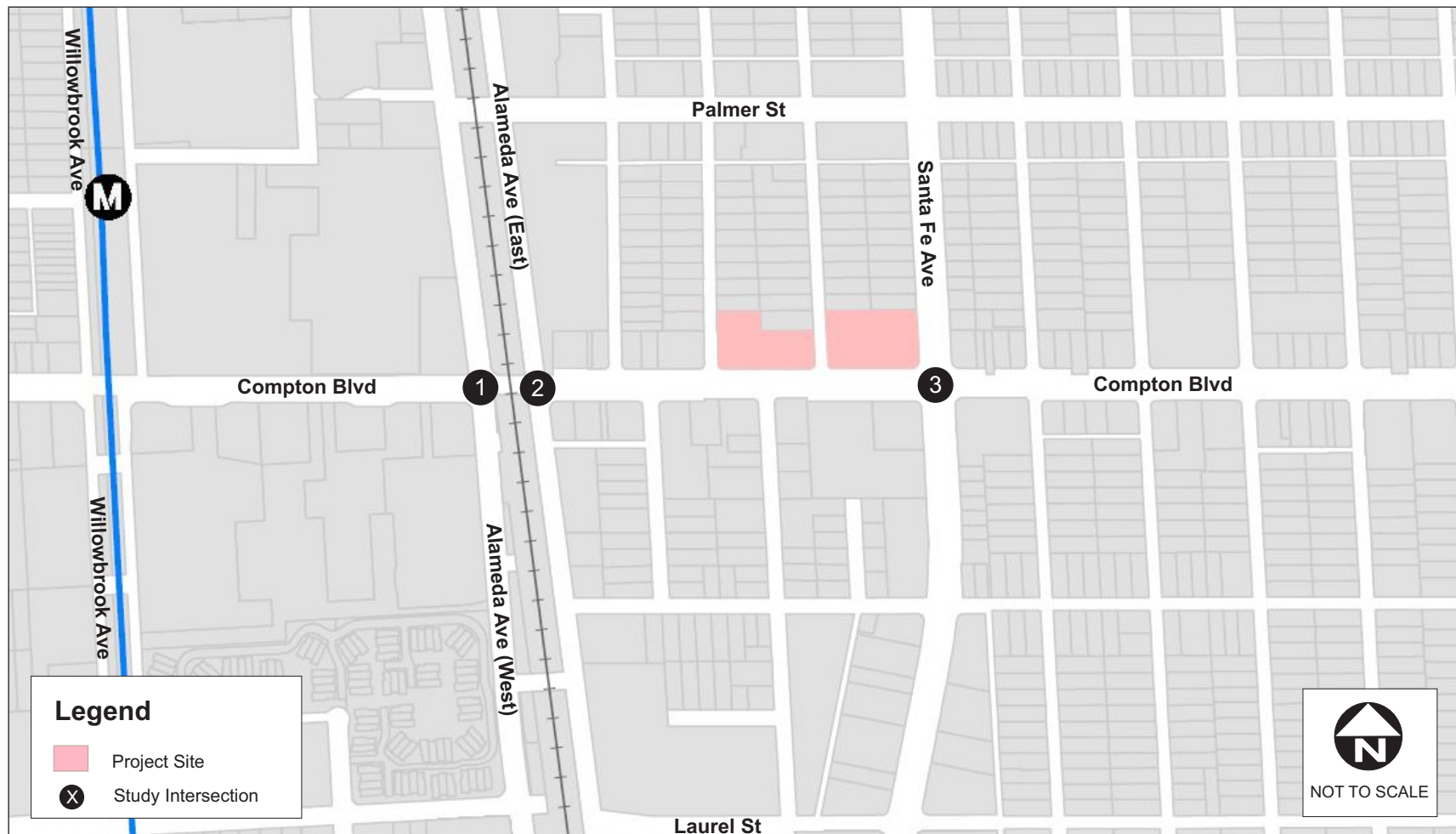
5.0 PROPOSED PROJECT TRAFFIC

This section defines the traffic generated by the proposed project in a three-step process including trip generation, trip distribution and trip assignment.

5.1 Project Trip Generation

The proposed mixed-use project consists of 300 residential units, 44,787 square feet of Innovation Hub and Creative Studios space, and 7,734 square feet of retail use. In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic at Compton Boulevard. As such, some traffic diversion, of traffic currently using Willow Avenue at Compton Boulevard, is expected onto Spring Avenue and Rose Avenue to the west, as well as Palmer Street to the north. Trip generation for the proposed project was calculated based on rates published in the *Institute of Transportation Engineers (ITE), Trip Generation*, 10th Edition. The ITE land uses for the proposed project are identified as:

- Midrise Residential with 1st Floor Retail (Land Use code 210)
- General Office (Land Use code 710)
- Shopping Center/Retail (Land Use code 820)





501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis

The net trip calculations assume trip discounts accounting for the project's proximity to a major transit station (Metro A Line) resulting in non-vehicular trips (i.e., walking and bicycling trips) as well the mixed-use nature of the site resulting in non-vehicular interaction (i.e. walking trips) between the compatible land uses. The results of the trip generation calculation are shown in **Table 3**.

Table 3: Proposed Project Trip Generation

Land Use (ITE Code)	Size	Units	Trip Generation Rates							Trip Generation						
			AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total	
Midrise Residential w/ 1st floor retail (210)	300	du	28%	72%	0.3	70%	30%	0.36	3.44	25	65	90	76	32	108	1,032
Office Building (710)	44.787	tsf	86%	14%	1.16	16%	84%	1.15	9.74	45	7	52	8	43	52	436
Shopping Center/Retail (820)	7.734	tsf	62%	38%	0.94	48%	52%	3.81	37.75	5	3	7	14	15	29	292
Initial Project Total										75	75	149	98	90	189	1,760
Transit Oriented Development (TOD) Reduction (25%, applied to all land uses)										-19	-19	-38	-25	-23	-48	-440
Internal Trip Capture Reduction (10% applied to Office & Retail uses)										-5	-1	-6	-2	-6	-8	-73
NET PROJECT TOTAL										51	55	106	71	61	132	1,247

Note: tsf = thousand square feet; du = dwelling units

As shown in **Table 3**, the proposed project is forecast to generate 106 net new a.m. peak hour trips, 132 net new p.m. peak hour trips, and 1,247 net new daily trips.



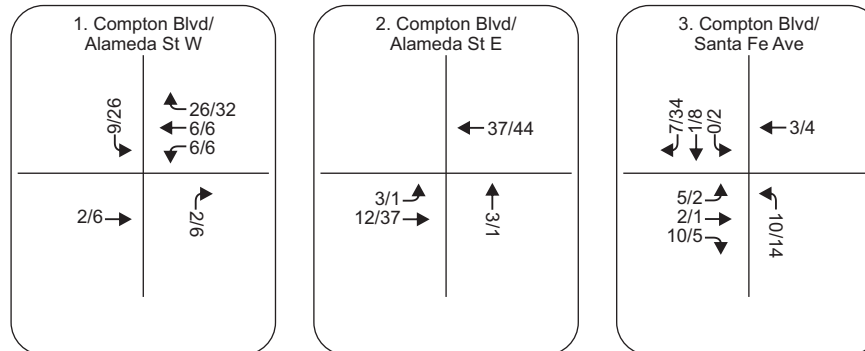
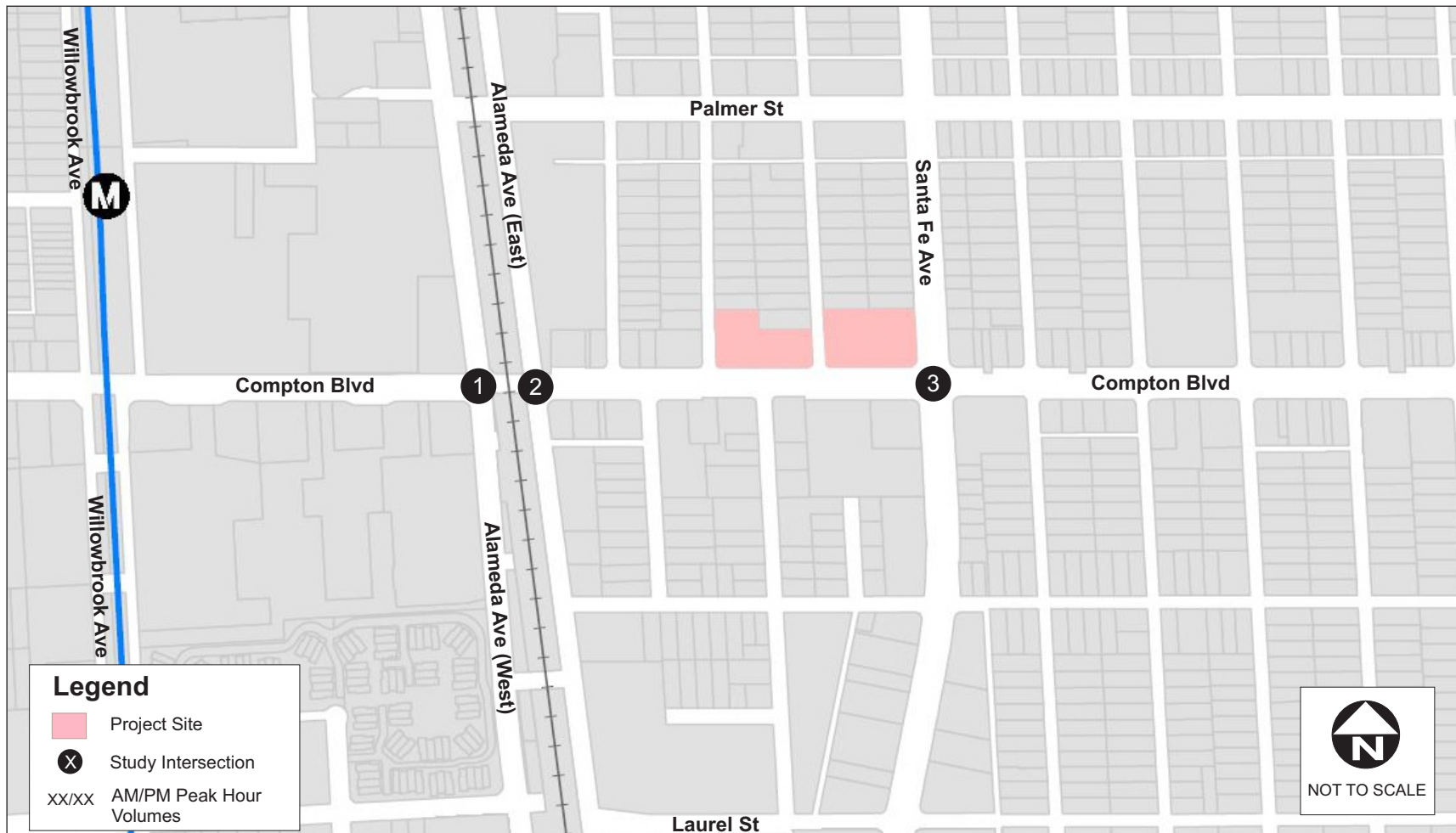
5.2 Project Trip Distribution

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The geographic distribution of project trips is based on the locations of local activity/job centers, the freeway/street system that serves the area, and the location of parking garage access points. The general percent trip distribution pattern for the project is shown in **Figure 5**.

5.3 Project Trip Assignment

Trips generated by the project, as shown in **Table 3**, were assigned to the surrounding roadway system based on the distribution patterns to estimate the project-related peak-hour traffic at each of the study intersections. **Figure 6** illustrates the a.m. and p.m. peak hour project trip assignment for the project.







6.0 EXISTING PLUS PROJECT CONDITIONS

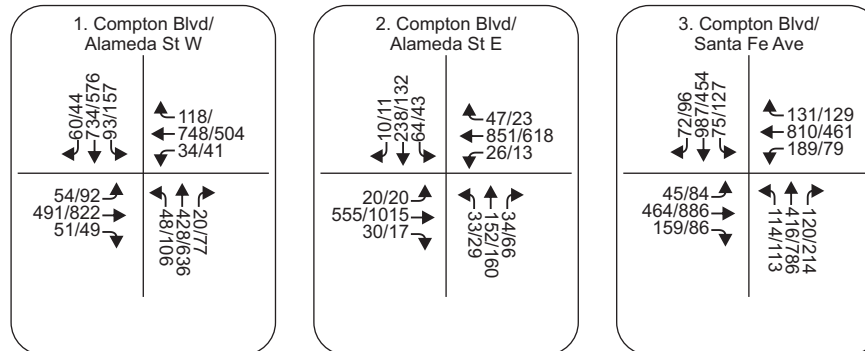
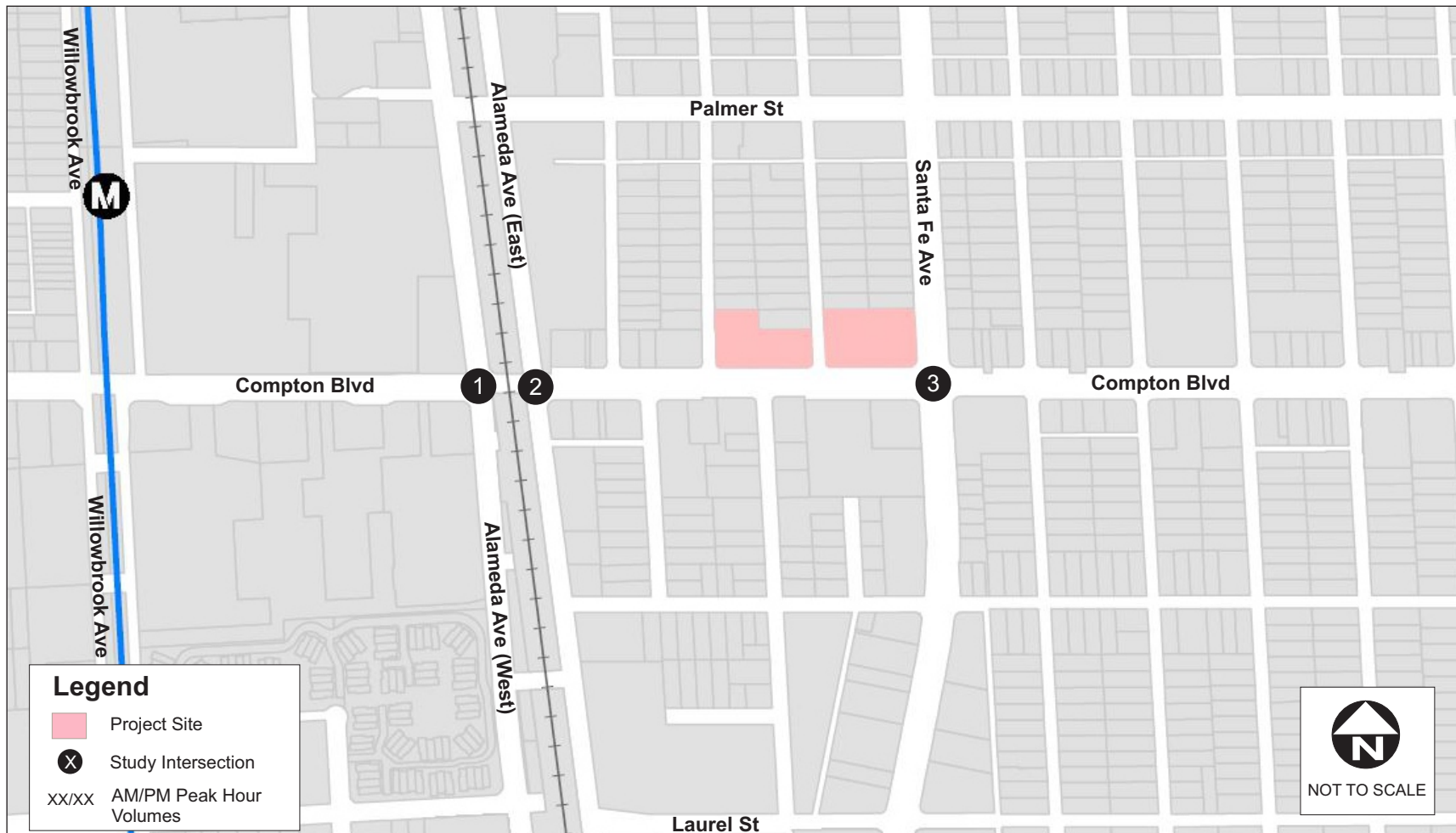
Existing plus project conditions were developed by adding trips generated by the proposed project, as described in Section 5, to existing volumes, as described in Section 2. As mentioned, the proposed project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic at Compton Boulevard. As such, some traffic diversion, of traffic currently using Willow Avenue at Compton Boulevard, is expected onto Spring Avenue and Rose Avenue to the west, as well as Palmer Street to the north. However, this analysis conservatively assumes no traffic diversion off of Compton Boulevard with the public pedestrian plaza. Two “with project” scenarios are evaluated in this section:

- With Existing Compton Boulevard lane configurations; and
- With Reconfigured Compton Boulevard lane configurations.

The reconfigured Compton Boulevard scenario includes reduced travel lanes along Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. In addition, this configuration includes curb extensions and two new mid-block crosswalks across Compton Boulevard.

6.1 Existing Plus Project (with Existing Compton Boulevard) Intersection LOS

A level of service analysis was conducted to evaluate existing plus project intersection operations during the a.m. and p.m. peak hours at the study intersections. **Figure 7** illustrates the existing plus project traffic volumes at the study intersections. **Table 4** summarizes the existing plus project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.





501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis Draft Report

Table 4: Existing Plus Project (With Existing Compton Boulevard) Intersection Peak Hour LOS

Intersection		Existing Conditions				Existing Plus Project Conditions				Change in AM delay (s)	Change in PM delay (s)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS		
1	Alameda St (West)/Compton Blvd	27.9	C	36.1	D	28.0	C	36.7	D	0.1	0.6
2	Alameda St (East)/Compton Blvd	24.8	C	25.0	C	25.5	C	27.0	C	0.7	2.0
3	Santa Fe Ave/Compton Blvd	35.7	D	33.2	C	37.6	D	32.5	C	1.9	-0.7

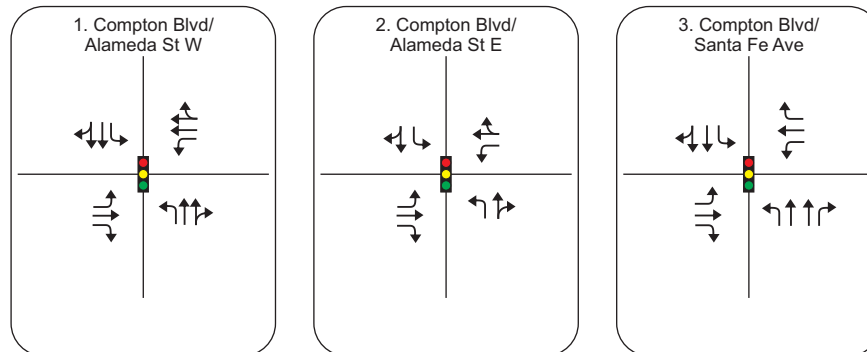
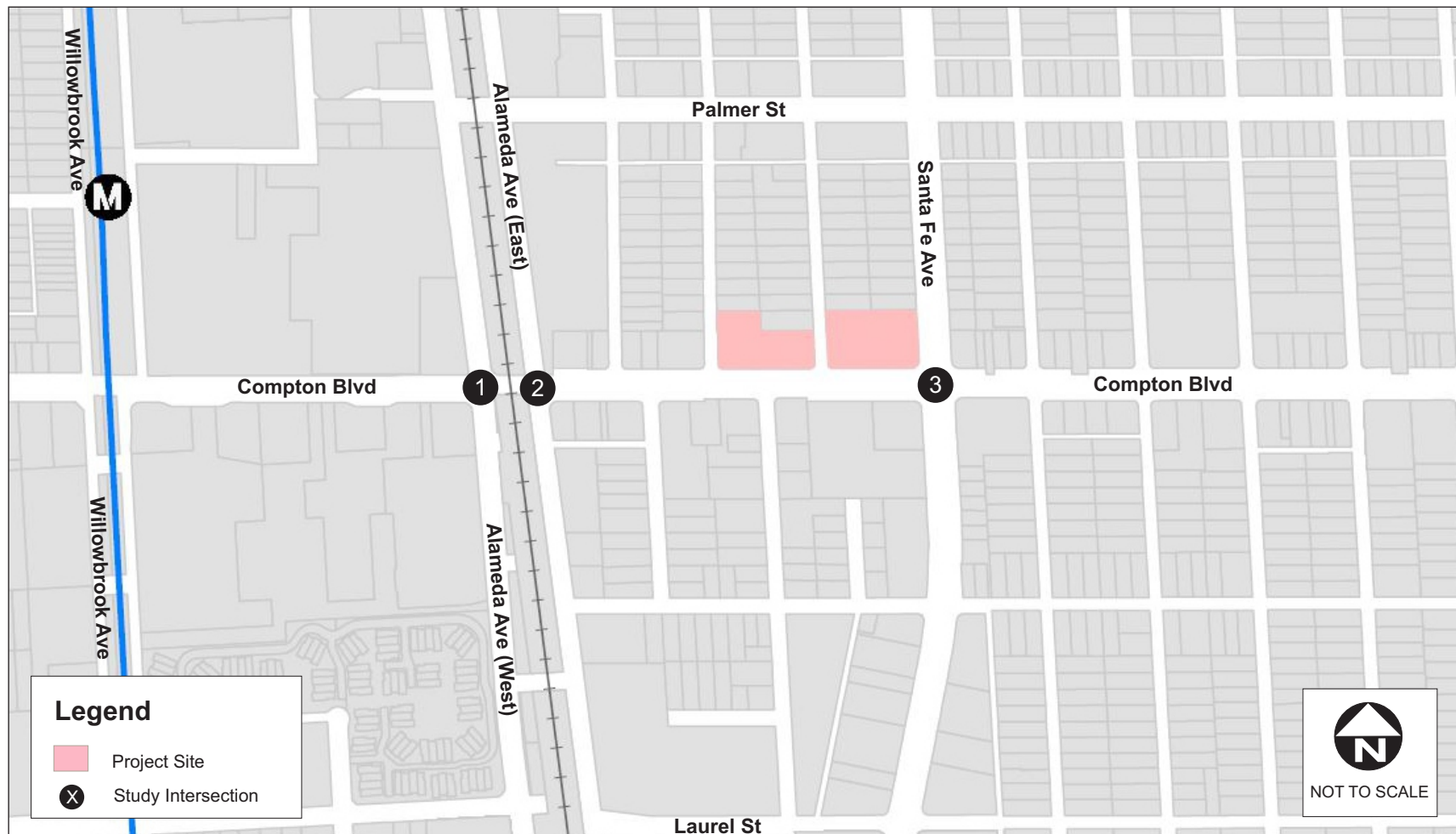
Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 4**, minimal increases in average vehicle delay are forecast to occur at the study intersections as a result of the proposed project in existing conditions.

6.2 Existing Plus Project (with Reconfigured Compton Boulevard) Intersection LOS

A level of service analysis was conducted to evaluate existing plus project (with reconfigured Compton Boulevard) intersection operations during the a.m. and p.m. peak hours at the study intersections. **Figure 8** shows the intersection lane configurations with the reconfigured Compton Boulevard scenario. With the reduction in approximately 50% of vehicular capacity along Compton Boulevard between Alameda Street East and Santa Fe Avenue, it is anticipated that there would be some traffic diversion of pass-through/longer distance trips off Compton Boulevard to parallel routes such as Alondra Boulevard to the south and Rosecrans Avenue to the north. Both parallel routes have available capacity based on recent traffic count data provided by the City. Daily traffic volumes along Rosecrans Avenue are approximately 26,000 to 28,000 vehicles, while daily volumes along Alondra Boulevard are approximately 16,000 to 19,000 vehicles. Both streets are four-lane divided roadways, which typically carry a theoretical capacity of 40,000 vehicles per day. In addition, a small percentage of shorter distance trips may divert to lower capacity parallel streets such as Elm Street, Palmer Street, Laurel Street, and Myrrh Street. Based on this assessment of the adjacent street network, it is anticipated that 20% of the eastbound and westbound Compton Boulevard through trips within this segment would divert to other routes as described. **Table 5** summarizes the existing plus project (with reconfigured Compton Boulevard) levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.





501/601 E. Compton Blvd Specific Plan

Focused Traffic Impact Analysis

Draft Report

Table 5: Existing Plus Project (With Reconfigured Compton Boulevard) Intersection Peak LOS

Intersection		Existing Conditions				Existing Plus Project Conditions				Change in AM delay (s)	Change in PM delay (s)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS		
1	Alameda St (West)/Compton Blvd	27.9	C	36.1	D	33.2	C	46.8	D	5.3	10.7
2	Alameda St (East)/Compton Blvd	24.8	C	25.0	C	38.0	D	55.8	E	13.2	30.8
3	Santa Fe Ave/Compton Blvd	35.7	D	33.2	C	59.9	E	46.8	D	24.2	13.6

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 5**, with the lane reductions along Compton Boulevard, the Alameda Street (East)/Compton Boulevard intersection is forecast to worsen to LOS E during the p.m. peak hour, though would operate at LOS D in the a.m. peak hour. At the Santa Fe Avenue/Compton Boulevard intersection, operations are forecast to worsen to LOS E during the a.m. peak hour, though would remain at LOS D during the p.m. peak hour.



7.0 OPENING YEAR 2024 WITHOUT PROJECT CONDITIONS

The project opening year is 2024. Therefore, this section analyzes opening year 2024 traffic conditions without the proposed project. Opening year 2024 without project traffic volumes were developed by considering traffic increases due to ambient growth and specific, planned or approved development projects in the study area, without consideration of the proposed project.

7.1 Ambient Growth

Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth and growth in regional through trips in Southern California. An ambient growth rate of one percent (1%) per year in the study area was assumed.

7.2 Cumulative Project Growth

Cumulative project traffic growth is growth due to specific, known development projects in the area surrounding the study locations that are anticipated to be completed by the proposed project's opening year and may affect traffic circulation. One cumulative project within the region, affecting the study area by the project opening year, was provided by the City of Compton, as shown in **Table 6**. Trip distribution for the cumulative project was assigned depending on the type of development, residential or non-residential, and location with respect to freeways and major arterials.

Table 6: Cumulative Project

Project		Description
1	409-413 North Alameda Street	150 dwelling units

7.3 Intersection LOS

A level of service analysis was conducted to evaluate opening year 2024 without project intersection operations during the a.m. and p.m. peak hours. Peak hour intersection volumes are provided in **Appendix C**. **Table 7** summarizes the opening year 2024 without project LOS at the study intersections. LOS calculation sheets are included in **Appendix B**.



Table 7: Opening Year 2024 Without Project Intersection Peak Hour LOS

Intersection		Control Type	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Alameda St (West)/Compton Blvd	Signalized	28.6	C	37.7	D
2	Alameda St (East)/Compton Blvd	Signalized	26.1	C	26.2	C
3	Santa Fe Ave/Compton Blvd	Signalized	39.8	D	33.8	C

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 7**, with the ambient growth and additional traffic related to the cumulative development, the study intersections forecast to continue to operate at LOS D or better during the peak hours.

8.0 OPENING YEAR 2024 WITH PROJECT CONDITIONS

Opening year 2024 with project conditions were developed by adding trips forecast to be generated by the proposed project to opening year 2024 without project volumes. Levels of service for the study intersections were then calculated based on these volumes. Peak hour intersection volumes are provided in **Appendix C**. As mentioned, the proposed project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic at Compton Boulevard. As such, some traffic diversion, of traffic currently using Willow Avenue at Compton Boulevard, is expected onto Spring Avenue and Rose Avenue to the west, as well as Palmer Street to the north. However, this analysis conservatively assumes no traffic diversion off of Compton Boulevard with the public pedestrian plaza. Similar to existing plus project conditions, two “with project” scenarios are evaluated in this section:

- With Existing Compton Boulevard lane configurations; and
- With Reconfigured Compton Boulevard lane configurations.

As mentioned, the reconfigured Compton Boulevard scenario includes reduced travel lanes along Compton Boulevard between Alameda Street East and Santa Fe Avenue, from two lanes in each direction to one lane in each direction. In addition, this configuration includes curb extensions and two new mid-block crosswalks across Compton Boulevard.

8.1 Opening Year 2024 With Project (with Existing Compton Boulevard) Intersection LOS

Table 8 summarizes the opening year 2024 with project (with existing Compton Boulevard) LOS at the study intersections. LOS calculation sheets are included in **Appendix B**.



501/601 E. Compton Blvd Specific Plan Focused Traffic Impact Analysis Draft Report

Table 8: Opening Year 2024 With Project (With Existing Compton Boulevard) Intersection Peak Hour LOS

Intersection		Opening Year 2024 Without Project				Opening Year 2024 With Project				Change in AM delay (s)	Change in PM delay (s)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS		
1	Alameda St (West)/Compton Blvd	28.6	C	37.7	D	29.1	C	38.9	D	0.5	1.2
2	Alameda St (East)/Compton Blvd	26.1	C	26.2	C	26.6	C	28.2	C	0.5	2.0
3	Santa Fe Ave/Compton Blvd	39.8	D	33.8	C	42.1	D	33.8	C	2.3	0.0

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 8**, similar to existing conditions, minimal increases in average vehicle delay are forecast to occur at the study intersections as a result of the proposed project in opening year 2024.



8.2 Opening Year 2024 With Project (with Reconfigured Compton Boulevard) Intersection LOS

As mentioned, with the reduction in vehicular capacity along Compton Boulevard between Alameda Street East and Santa Fe Avenue, it is anticipated that there would be some traffic diversion of pass-through/longer distance trips off Compton Boulevard to parallel routes such as Alondra Boulevard to the south and Rosecrans Avenue to the north. Both parallel routes have available capacity to accommodate diverted trips based on a review of recent traffic count data provided by the City. In addition, a small percentage of shorter distance trips may divert to lower capacity parallel streets such as Elm Street, Palmer Street, Laurel Street, and Myrrh Street. Given the street network in the area, it is estimated that 20% of the eastbound and westbound Compton Boulevard through trips within this segment would divert to other routes as described. **Table 9** summarizes the opening year 2024 with project (with reconfigured Compton Boulevard) LOS at the study intersections. LOS calculation sheets are included in **Appendix B**.

Table 9: Opening Year 2024 With Project (With Reconfigured Compton Boulevard) Intersection Peak Hour LOS

Intersection		Opening Year 2024 Without Project				Opening Year 2024 With Project				Change in AM delay (s)	Change in PM delay (s)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS		
1	Alameda St (West)/Compton Bl	28.6	C	37.7	D	35.6	C	52.3	D	7.0	14.6
2	Alameda St (East)/Compton Bl	26.1	C	26.2	C	44.2	D	92.8	F	18.1	66.6
3	Santa Fe Ave/Compton Bl	39.8	D	33.8	C	69.5	E	52.7	D	29.7	18.9

Notes:

s = seconds, LOS = Level of Service.

As shown in **Table 9**, with the lane reductions along Compton Boulevard, the Alameda Street (East)/Compton Boulevard intersection is forecast to worsen to LOS F for vehicles during the p.m. peak hour, though would operate at LOS D in the a.m. peak hour. At the Santa Fe Avenue/Compton Boulevard intersection, operations are forecast to worsen to LOS E during the a.m. peak hour, though would remain at LOS D during the p.m. peak hour. It should be noted the reconfiguration of Compton Boulevard would increase vehicle delay, but improve conditions for bicyclists and pedestrians by slowing vehicle speeds, allowing more reaction time for conflicts among modes, and providing additional space for comfortable walking and biking.

Vehicle congestion conditions are not used to determine potential significant impacts under CEQA.



8.2.1 Potential Improvements

In order to enhance operations and safety in the vicinity of the project site, the following recommendations should be considered:

- Modify on-street parking to install red curb along Santa Fe Avenue between the proposed project driveway and the northern property line. This measure would improve sight visibility for vehicles exiting the driveway.
- To accommodate increased pedestrian activity as a result of the project, modify the Santa Fe Avenue/Compton Boulevard intersection traffic signal to include a leading pedestrian interval phase.

9.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TRANSPORTATION ANALYSIS

Section 15064.3 of the CEQA guidelines (Appendix G) requires that projects be assessed for how they would affect the four criteria listed below:

- a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less than Significant Impact: The proposed project would not negatively affect the existing bus stop between Santa Fe Avenue and Willow Avenue, roadway features along Compton Boulevard, the existing Class II bicycle lanes along Compton Boulevard, and the sidewalks along Santa Fe Avenue, Compton Boulevard, Willow Avenue, and Spring Avenue adjacent to the project site, nor the designative classifications or standards in the City's Circulation Element. The project is consistent with Guiding Principles of Compton General Plan for Circulation: promote the development of vibrant, walkable "Main Street" districts on Compton Boulevard, Rosecrans Avenue, Central Avenue, and Alondra Boulevard; and take advantage of transit stations by increasing public investment in housing, jobs and entertainment. In addition, a recommendation to modify the Santa Fe Avenue/Compton Boulevard intersection traffic signal to include a leading pedestrian interval phase is included. Therefore, the proposed project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

- b. Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less than Significant Impact: CEQA analysis for determining potential significant transportation impacts uses a metric of proximity to high-quality transit and vehicle miles traveled (VMT).

CEQA Guideline Section 15064.3, subdivision (b)(1), states lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these



uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT.

The proposed project site is located approximately 0.42 miles from the Metro A Line (Blue) Compton Station, which provides light-rail service to Downtown Los Angeles and Downtown Long Beach. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). – criteria that describe the Compton Station as a major transit stop. As such, the project is located within a Transit Priority Area (TPA) as defined by the Southern California Association of Government (SCAG), as part of SCAG’s 2045 Regional Transportation Plan/Sustainable Communities Strategy, updated as of June 2019.

Since the project is within ½ mile of an existing major transit stop along an existing high quality transit corridor (in a transit priority area), is of a mixed-use composition, and is intended to be supportive of multimodal transportation networks, the project is presumed to cause a less than significant transportation impact. Thus, the project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Forecasted Project VMT (informational)

Given the project is presumed to be less than significant due to its proximity to transit, and is therefore in a TPA, it is not necessary to develop a VMT-based significance threshold for the proposed project. However, a VMT analysis was provided for informational purposes. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project.

The average VMT per capita and/or per employee of the project was forecasted using the Southern California Association of Governments 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) travel demand model with off-model adjustments for project-specific elements.

The traffic analysis zone (TAZ) of the proposed project is numbered 21605000 and is used to determine the base VMT level of the proposed project. This reflects the general neighborhood-level VMT estimates. Additional project elements that would contribute to lowering VMT beyond the location and transportation system serving the project site include the mixed-use internal capture of trips and proximity to transit services enabling active transportation. **Table 10** shows the base VMT estimate along with project elements which would contribute to lower project VMT as compared to its surrounding neighborhood. These reductions are shown in a percent reduction from the base VMT.

Table 10: Comparison of Project VMT Performance to the Citywide Averages

Project Elements	Residential VMT per Capita	Employment VMT per Employee
Base Project VMT from model	12.3	25.9
On-Site Pedestrian Network	-1%	-1%



End of Trip Facilities	0%	-1%
Unbundled Parking Costs	-3%	-3%
EV Vehicle Charging	-1%	-1%
Ridesharing	0%	-1%
Internal Capture of Office and Retail trips	0%	-10%
Total Reduction (percent)	-5%	-17%
Total Reduction (average VMT)	-0.6	-4.3
Project VMT Performance	11.7	21.6

Since the project lead agency, the City of Compton, has yet to adopt transportation assessment guidelines consistent with SB 743, the project's VMT performance of residential VMT per capita and employment VMT per employee is compared to the overall citywide averages. As shown in **Table 11**, the project would be lower than the citywide averages for both VMT metrics.

Table 11: Comparison of Project VMT Performance to the Citywide Averages

Metric	Residential VMT per Capita	Employment VMT per Employee
Project	11.7	21.6
Citywide Average	13.8	22.0

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant Impact: Two parking garages will be provided on the site. The western garage will serve residential uses only and provide vehicular access via a full access driveway off Spring Avenue. The eastern garage will serve commercial uses only, with vehicular access provided via a right-in/right-out driveway along Santa Fe Avenue. Driveway access will be designed to ensure no hazardous design features related to vehicle and pedestrian mobility (sharp curves, line of sight obstructions) are included. A recommendation to modify on-street parking to install red curb along Santa Fe Avenue, between the proposed project driveway and the northern property line, is included. Thus, the project would not substantially increase hazards due to a geometric design feature or incompatible uses. These conditions would not provide further potential impacts if Compton Boulevard was reconfigured.

- d. *Would the project result in inadequate emergency access?*

Less than Significant Impact: Temporary street closures that may result from project construction would be addressed with a construction management plan. Along Willow Avenue, at the proposed pedestrian plaza, collapsible bollards shall be included to allow for emergency vehicle access. Thus, construction of



the proposed project would not result in inadequate emergency access.

10.0 CONCLUSIONS

The proposed mixed-use project, located at 501/601 East Compton Boulevard, consists of 300 residential units, 44,787 square feet of Innovation Hub and Creative Studios space, and 7,734 square feet of retail use. In addition, the project includes the creation of a public pedestrian plaza by closing Willow Avenue to non-emergency vehicular traffic. Two parking garages will be provided on the site.

A focused traffic analysis was prepared to evaluate the project's potential traffic impacts. Based on the LOS results in the study area, the study intersections are currently operating at LOS D or better.

The proposed project is forecast to generate 106 net new a.m. peak hour trips, 132 net new p.m. peak hour trips, and 1,247 net new daily trips.

With the proposed project, and assuming the existing Compton Boulevard configuration, minimal increases in average vehicle delay are forecast to occur at the study intersections.

With the reconfigured Compton Boulevard, consisting of the reduction in travel lanes from two lanes in each direction to one lane in each direction, the Alameda Street (East)/Compton Boulevard intersection is forecast to worsen to LOS F during the p.m. peak hour in opening year 2024, though would operate at LOS D in the a.m. peak hour. At the Santa Fe Avenue/Compton Boulevard intersection, operations are forecast to worsen to LOS E during the a.m. peak hour, though would remain at LOS D during the p.m. peak hour.