4.13 TRANSPORTATION AND TRAFFIC

INTRODUCTION

This section of the EIR addresses the potential for the proposed Project to impact the existing transportation and circulation system. An overview of existing traffic conditions and circulation patterns in the Project area, including public transit and the potential traffic impacts of the proposed Project, as well as the methodology and regulatory framework that guide the analysis are provided in this section. This section incorporates information from the *Traffic Study for the Compton High School Project* (Traffic Study), dated April 2018 and prepared by Raju Associates Inc., which is included as **Appendix O** to this Draft EIR.

ENVIRONMENTAL SETTING

Regulatory Framework

a. State

Complete Streets Act

The Complete Streets Act (Assembly Bill [AB]1358; Government Code Sections 65040.2 and 65302), was signed into law in 2008.[1] The law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

Senate Bill 743

Senate Bill (SB) 743 (Steinberg) is the environmental quality addresses transit-oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento, and was signed into law in 2013.[2] SB 743 directs the Office of Planning and Research (OPR) to develop revisions to the CEQA Guidelines that would establish new criteria for determining the significance of transportation impacts. These changes include elimination of auto

1 California Legislative Information, Assembly Bill No. 1358 (September 30, 2008), http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200720080AB1358.

2 California Legislative Information, Senate Bill No. 743 (September 27, 2013), https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

delay and similar measures of traffic congestion as a basis for determining significant impacts. In addition, SB 743 is intended to redefine the transportation impacts of projects located close to transit.

In January 2016, OPR issued proposed changes to the CEQA Guidelines.[3] These changes state that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor generally may be considered to have a less than significant transportation impact. In addition, the proposed guidelines advise that Transit Oriented Development (TOD) projects; development projects that result in net decreases in Vehicle Miles Traveled (VMT), compared to existing conditions; and land use plans consistent with an SCS or that achieve similar reductions in VMT as projected to result from the SCS generally may be considered to have a less than significant impact.[4] The proposed changes are currently undergoing the formal rulemaking process of the Natural Resource Agency and are expected to be adopted in 2018, at which point there would be a 2-year transition period for cities to adopt the new guidelines.

Safe Routes to Schools

Safe Routes to School[5] is a California Department of Transportation (Caltrans) program resulting from the 1999 passage and signing of AB 1475 (Soto).[6] AB 1475 called for Caltrans "to establish and administer a 'Safe Routes to School' construction program, and to use federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects." School districts are responsible for establishing and enforcing school route plans and for siting and developing school facilities that foster a good walking environment. These responsibilities include choosing school locations that balance vehicle access with pedestrian safety needs, constructing adequate pedestrian facilities along the perimeter of the school site, and working with the local public works agency to fund and install adequate crossing protection at key points. School districts are responsible for distributing walk-route maps to parents and students prior to school opening and a pedestrian safety plan for the safe arrival and departure of students in accordance with the California Manual of Uniform Traffic Control Devices (California MUTCD).[7]

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3 California Office of Planning and Research (OPR), *Revised Proposal on Updates to CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (January 20, 2016), http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf.

4 OPR, "Transportation Impacts (SB 743)," http://www.opr.ca.gov/ceqa/updates/sb-743/.

5 Street and Highways Code, Sections 2331, 2333 and 2333.5.

6 California Department of Transportation (Caltrans), Division of Local Assistance, "Safe Routes to School Programs," http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm.

7 Part 7 of the *California Manual of Uniform Traffic Control Devices* (California MUTCD) was issued by Caltrans in 2012 (formerly *School Area Pedestrian Safety Manual* [1987]).

California Manual of Uniform Traffic Control Devices

The California MUTCD,[8] issued by Caltrans, provides uniform standards and specifications for all official traffic control devices in California, pursuant to the provisions of CVC Section 21400. Part 7 of the California MUTCD sets standards for traffic control for school areas, including standards for signs, road markings, and crossing supervision.

Effective April 7, 2017 Caltrans has made edits, referred to as Revision 2, to the 2014 MUTCD, to provide uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendations of the California Traffic Control Devices Committee.

Caltrans Design Manual

The Caltrans' Highway Design Manual establishes policies and procedures to carry out highway design functions[9] In the manual, there are guidelines for school-related project designs that should consider pedestrian/bicycle volumes and access and limit noise from highway-relate noise.

Caltrans School Area Pedestrian Safety Manual

The Caltrans' School Area Pedestrian Safety Manual includes guidelines for school and pedestrian safety which would include a traffic engineering analysis that properly documents and includes school crossings, signs and markings, yellow lighting beacons, traffic signals, crossing supervision, grade crossings, and pedestrian walkways.[10]

California Vehicle Code

California law requires the city or county to implement traffic control devices requested by a school district if they are meant to mitigate safety risks for students traveling to and from school, as described below.

Guidelines for Traffic Control Devices near Schools

Division 11, Chapter 2, Article 1, Section 21372, Guidelines for Traffic Control Devices near Schools states:

> *The Department of Transportation and local authorities shall, with respect to highways under their respective jurisdictions, establish and promulgate warrants to be used as*

8 Caltrans, *California Manual on Uniform Traffic Control Devices* (2014, rev. March 9, 2018), available at http://www.dot.ca.gov/trafficops/camutcd/.

9 Caltrans, Division of Design, *Highway Design Manual,* 6th ed. (November 20, 2017, rev. July 2, 2018), available at http://www.dot.ca.gov/design/manuals/hdm/hdm_complete_02jul2018.pdf.

10 Caltrans, *Traffic Manual* (August 1996), ch. 10: School Area Pedestrian Safety, available at http://www.dot.ca.gov/trafficops/camutcd/docs/TMChapter10.pdf.

> *guidelines for the placement of traffic control devices near schools for the purpose of protecting students going to and from school. Such devices may include flashing signals. Such warrants shall be based upon, but need not be limited to, the following items: pedestrian volumes, vehicle volumes, width of the roadway, physical terrain, speed of vehicle traffic, horizontal and vertical alignment of the roadway, the distance to existing traffic control devices, proximity to the school, and the degree of urban or rural environment of the area.*[11]

School Board Request for Traffic Control Devices

Division 11, Chapter 2, Article 1, Section 21373, School Board Request for Traffic Control Devices, requires that any governing board of any school district may request the appropriate city, county, city and county, or state agency to install traffic control devices in accordance with the warrants established pursuant to Section 21372. Within 90 days thereafter, the city, county, city and county, or state agency involved shall undertake an engineering and traffic survey to determine whether the requested crossing protection meets the warrants established pursuant to Section 21372. The city, county, city and county, or state agency involved may require the requesting school district to pay an amount not to exceed 50 percent of the cost of the survey. If it is determined that such requested protection is warranted, it shall be installed by the city, county, city and county, or state agency involved.[12]

Crosswalks near Schools

Division 11, Chapter 2, Article 1, Section 21368, Crosswalks near Schools, states:

> *Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or the grounds, it shall be painted or marked in yellow. Other established marked pedestrian crosswalks may be painted or marked in yellow if either (a) the nearest point of the crosswalk is not more than 600 feet from a school building or the grounds thereof, or (b) the nearest point of the crosswalk is not more than 2,800 feet from a school building or the grounds thereof, there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special painting or marking of the crosswalks for the protection and safety of persons attending the school. There shall be painted or marked in yellow on each side of the street in the lane or lanes leading to all yellow marked crosswalks the following words, "SLOW—SCHOOL XING," except that such words shall not be painted or marked in any lane leading to a crosswalk at an intersection controlled by stop signs, traffic signals, or yield right-of-way signs. A crosswalk shall not be painted or marked yellow at any location other than as required or permitted in this section.*

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11 Amended Ch. 545, Stats. 1974. Effective January 1, 1975.

12 Amended Ch. 1061, Stats. 1969. Effective November 10, 1969.

Official Traffic Control Devices

Division 11, Chapter 2, Article 2, Section 21400, Official Traffic Control Devices, authorizes Caltrans to "adopt rules and regulations for uniform standards and specifications for all official traffic control devices, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, and lines and markings on the roadway."

b. Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) adopted the *2016–2140 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) in April 2016.[13] The 2016 RTP/SCS represents SCAG's long-term vision for the region's transportation system. The 2016 RTP/SCS emphasizes mobility, accessibility, safety, reliability, and sustainability, creating a framework for capital investment in transportation infrastructure.

County of Los Angeles Congestion Management Program

The Congestion Management Program (CMP) is a State-mandated program that requires every county to address urban congestion at a regional level. Statutory requirements of the CMP include monitoring level of service (LOS) on the CMP Highway and Roadway network, measuring frequency and routing of public transit, implementing the Los Angeles County Transportation Demand Management and Land Use Analysis Program, and helping local jurisdictions meet their responsibilities under the CMP. Los Angeles County Metropolitan Transportation Authority (Metro) adopted the most recent CMP in 2010.[14]

The Countywide approach includes designating a highway network that includes all State highways and principal arterials within Los Angeles County, as well as monitoring traffic conditions on the designated transportation network; devising performance measures to evaluate current and future system performance; promoting alternative transportation methods; conducting analysis of the impact of land use decisions on the transportation network; and mitigating to reduce impacts on the network.

Based on the CMP criteria, the following locations must be analyzed:

- Mainline freeway monitoring locations where a project will add 150 or more trips, in either direction, during either AM or PM weekday peak hours.

13 Southern California Association of Governments, *Final 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy [2016 RTP/SCS]* (April 2016), http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf.

14 Los Angeles County Metropolitan Transportation Authority (Metro), *2010 Congestion Management Program* (October 28, 2010), http://media.metro.net/docs/cmp_final_2010.pdf.

- All CMP arterial monitoring intersections, including freeway on- and off-ramp intersections, where a proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).

Appendix D of the CMP includes Transportation Impact Assessment (TIA) guidelines. It requires a TIA for any project that impacts CMP highways and intersections. If a project does not add, but merely shifts trips at a given monitoring location, a CMP analysis is not required.

A significant impact occurs when a project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when a project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02).

The nearest CMP arterial monitoring locations to the Project Site are:

- Alameda Street and Compton Boulevard (CMP ID# 12), and
- Alameda Street and SR 91 ramps (CMP ID# 13).

c. Local

City of Compton

General Plan

The City's existing General Plan was adopted in December 1991.[15] The General Plan serves as a blueprint for planning and development in the City and indicates the community's vision for the future. The adopted Circulation Element identifies and describes the components of the City's circulation system and outlines long-term strategies for optimizing the use and function of the system.

Currently the City is in the process of updating its General Plan and completing the 2030 Comprehensive General Plan Update currently in the working draft stages.[16] The proposed Circulation Element part of the 2030 Comprehensive General Plan Update is intended to serve as a guide for the ongoing improvement of the City's roadways and transportation infrastructure. The purpose of the Circulation Element is to provide for the development of a safe and efficient system for the City. The Circulation Element provides the planning framework for Compton's roadway system that will be needed to accommodate existing and projected demand resulting from the land uses and development permitted under the Land Use Element.

15 City of Compton, *General Plan,* "Circulation Element" (December 3, 1991).
16 City of Compton, *Draft 2030 Comprehensive General Plan Update* (November 6, 2014).

Existing Conditions

Road Network

- The existing street system within the vicinity of the Project Site consists of freeways, major highways, secondary highways, collectors, and local street. These include the following: Interstate 710 (Long Beach Freeway; I-710) provides regional access to the Project Site via ramps at Rosecrans Avenue and Alondra Boulevard. The I-710 runs north–south and is located east of the Project Site, connecting with Interstate 105 (Glenn M Anderson Freeway; I-105) north of the Project Site and State Route 91 (Gardena Freeway; SR 91) south of the Project site. The I-710 provides five travel lanes in each direction near the Project Site.
- Interstate 110 (Harbor Freeway; (I-110) provides regional access to the Project Site via ramps at Rosecrans Avenue and Redondo Beach Boulevard. The I-110 runs north–south and is located west of the Project Site, connecting with the I-105 north of the Project Site and SR 91 south of the Project Site. The I-110 provides five travel lanes (including one high occupancy vehicle lane) in the northbound direction and six lanes (including two high occupancy vehicle lanes) in the southbound direction near the Project Site.
- The I-105 provides regional access to the Project Site with ramps at Central Avenue, Wilmington Avenue, Imperial Highway, and Long Beach Boulevard. The I-105 runs east–west and is located north of the Project Site, connecting the I-110 and I-710 west and east of the Project Site, respectively. The I-105 provides four travel lanes (including one high occupancy vehicle lane) in each direction near the Project Site.
- SR 91 provides regional access to the Project Site with ramps at Central Avenue, Wilmington Avenue, Alameda Street, and Santa Fe Avenue. SR 91 runs east–west and is located south of the Project Site, connecting with the I-110 and I-710 west and east of the Project Site, respectively. SR 91 provides five travel lanes (including one high occupancy vehicle lane) in each direction near the Project Site.
- Central Avenue is a Major Highway running north–south and located west of the site. This highway generally provides four travel lanes, two in each direction, with a combination of central left-turn median and raised median along its stretch within the study area. The posted speed limit is 40 miles per hour (mph) near the study area. Bike lanes are provided on this roadway, and parking is generally allowed along the roadway.
- Wilmington Avenue is a Major Highway that traverses the city in a north–south direction. The highway is located west of the Project Site, and generally provides two travel lanes in each direction with a combination of central left-turn median, raised median, and double yellow lines along its stretch within the study area. The posted speed limit is 40 mph. Parking is generally allowed along this roadway. Wilmington provides on/off ramps at its connection with SR 91.
- Willowbrook Boulevard is a north–south Collector roadway between Greenleaf Boulevard and the northern border of the City and beyond. Within the study area, Willowbrook is bisected by the tracks of the Metro Blue Rail line (Metro rail line) in the north–south direction, thus providing two bidirectional roadways on each side of the tracks. Each two-way roadway provides two travel lanes

with a posted speed limit of 25 mph. Parking is allowed on the east side of the roadway, east of the tracks.

- Alameda Street is classified as a Collector roadway in Compton, and it traverses the study area in a northwest/southeast direction. The Alameda corridor trench and the rail tracks on the east side of the street gives it a wider median, thus providing two bi-directional roadways on each side of the trench with turn lanes at major intersections. The roadway on the west side of the trench provides four travel lanes, two lanes per direction; the roadway on the east side of the trench generally provides one travel lane in each direction. The posted speed limit is 35 mph on both roadways. Parking is allowed along both sides of the Alameda Street east segment within the study area. Parking is prohibited along both sides of the Alameda Street west segment within the study area. Alameda Street provides connection to the SR 91, south of the Project Site.
- Santa Fe Avenue is a north–south roadway classified as a Major Highway east of the Project Site. The roadway generally offers two vehicular travel lanes and a bike lane in each direction. The posted speed limit is 35 mph. Parking is allowed on some segments of the roadway. Santa Fe Avenue provides connections to the SR 91, south of the Project Site.
- Long Beach Boulevard is a Major Highway that runs north–south in the study area with two travel lanes in each direction. Parking is allowed along the roadway, and the posted speed limit is 35 mph.
- Rosecrans Avenue is classified as a Major Highway that runs in an east–west direction north of the Project Site. The roadway offers four travel lanes with connections to the I-710 on/off ramps. Parking is allowed along the roadway, and the posted speed limit is 35 mph.
- Compton Boulevard is classified as a Secondary Highway that runs in an east–west direction north of the Project Site. The roadway offers four travel lanes with a posted speed limit of 30 mph. Parking is generally allowed along the roadway.
- Alondra Boulevard is an east–west Major Highway, south of the Project Site with two travel lanes and a bike lane in each direction. Parking is generally allowed along the roadway. The posted speed limit is 40 mph.
- Greenleaf Boulevard is a Secondary Highway that travels in an east–west direction, south of the site. The roadway provides one travel lane and a bike lane in each direction with a central left-turn median, and a posted speed limit of 40 miles in the study area. Parking is generally allowed on the south side of the street.
- Center Avenue is a local street that runs in a north–south direction, west of the Project Site. The posted speed limit is 25 mph. The roadway generally offers two travel lanes with double yellow line north of Alondra Boulevard. Parking is allowed along the roadway north of Alondra Boulevard. Parking is restricted south of Alondra.
- Oleander Avenue is local north–south roadway that provides direct access and circulation to and from the Project Site. Oleander Avenue offers one lane in each direction. A prima facie speed limit of 25 mph is implied along this roadway within the study area. The roadway is blocked by a fence on the

north side and south side of the Compton High School campus. It intersects with Alondra Boulevard and Compton Boulevard near the Project Site. Parking is allowed on both sides of the street.

- Acacia Avenue is a local north–south roadway bordering the east side of the Project Site. A prima facie speed limit of 25 mph is implied along this roadway. The roadway generally provides two travel lanes, one travel lane per direction, except between Myrrh Street and Compton Boulevard, where two travel lanes per direction are provided. Parking is generally allowed on both sides of the street, except on the west side of the street between Cocoa Street and Myrrh Street, where parking is restricted during school hours.
- Myrrh Street is local east–west roadway that provides direct access and circulation north of the Project Site. The roadway generally offers one lane in each direction of travel with a double yellow line separating the two directions of travel. The roadway provides two travel lanes per direction with raised median, between Acacia Avenue and Willowbrook Avenue. Parking is allowed on both sides of the street. The prima facie speed limit is 25 mph.
- Cocoa Street is a local east–west roadway that provides access to the acquisition parcels along the north. The roadway generally offers one lane in each direction of travel with a prima facie speed limit of 25 mph.

Vehicle Access and Circulation

The Long Beach Freeway (I-710), Harbor Freeway (I-110), Glenn M Anderson Freeway (I-105), and Gardena Freeway (SR 91) provides regional access to the Project Site. The primary access to the Project Site is provide by S. Acacia Avenue, S. Oleander Avenue, and W. Myrrh Street. Secondary access to the Project Site is provided by W. Compton Boulevard, W. Alondra Boulevard, and S. Willowbrook Avenue.

Vehicular access to the existing CHS campus is currently available from W. Cocoa Street to the south parking lot, while the north parking lot's access is provided along S. Oleander Avenue and W. Myrrh Street from the north side of the campus. The pickup and drop-off operations to and from the existing CHS campus currently occur along both sides of S. Acacia Avenue and W. Myrrh Street (i.e., on the external street system).

Both vehicular and access to the acquisition area are provided along W. Alondra Boulevard, S. Oleander Avenue, and W. Cocoa Street. Garage access to the residential uses are located along W. Cocoa Street. Driveway access to the existing church is provided along W. Cocoa Street, and driveway access to the existing car wash is provided along W. Alondra Boulevard, S. Oleander Avenue, and W. Cocoa Street.

Pedestrian Access

Pedestrian access to the existing CHS campus is currently provided via gates and school doors located on S. Acacia Avenue, and via gates on W. Myrrh Street during the morning arrival and afternoon dismissal

times. Sidewalks along S. Acacia Avenue and W. Myrrh Street provide circulation options and connectivity adjacent to the school access locations. The gates providing access remain locked at all other times. Students arriving by school buses are dropped off in the morning and picked up in the afternoons along W. Myrrh Street and S. Acacia Street. These students obtain access to the school via the gates on W. Myrrh Street and S. Acacia Street.

Pedestrian routes adjacent to the existing CHS campus include S. Acacia Avenue, W. Myrrh Street, W. Cocoa Street, S. Oleander Avenue, and W. Alondra Boulevard. Signalized intersections at S. Acacia Avenue and W. Myrrh Street and at S. Acacia Avenue and W. Alondra Boulevard provide crosswalks on all approaches, allowing pedestrians to cross to and from the school. Sidewalks are present on the both sides of S. Acacia Avenue, W. Myrrh Street, S. Oleander Avenue, and W. Alondra Boulevard, and the north side of W. Cocoa Street. These sidewalks provide circulation option and connectivity to the school access locations.

Bicycle Facilities

Bicyclists are also important users of the local roadway network. Bicycle networks include series of interconnected streets and pathways on which bicycling is encouraged. Pursuant to the California Vehicle Code, bicycles are allowed on any street in the local street system. Designations of Non-Motorized Streets include Class I, Class II, and Class III Bikeways, and Commuter Bikeways.

The City of Compton Bicycle Master Plan documents the existing and planned bicycle facilities within the City of Compton.[17] The Bicycle Master Plan prioritizes the bicycle network and provides a list of policies and programs to implement new bicycle facilities.

The four classes of bikeways per the City of Compton Bicycle Master Plan are described below.

- Class I Bikeway. Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users, such as skateboarders.
- Class II Bikeway. Often referred to as a bicycle lane, a Class II Bikeway provides a striped and stenciled lane for one-way bicycle travel on a street or highway. Class II buffered bicycle lanes is an enhancement that substitutes a painted line for a wider (2-5 foot) painted buffer zone, increasing the effective distance between bicycle riders and adjacent motor vehicle traffic.
- Class III Bikeway. Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this

17 City of Compton, *City of Compton Bicycle Master Plan* (May 2015), http://www.comptoncity.org/civicax/filebank/blobdload.aspx?BlobID=25823.

type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.

- Class IV Bikeway. Often referred to as protected bicycle lanes or cycle tracks, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical elements.

Within the Project Site vicinity, existing bicycle lanes are available on the following roadways:

- Central Avenue from Greenleaf Boulevard to El Segundo Boulevard
- Alondra Boulevard from Central Avenue to Atlantic Avenue
- Greenleaf Boulevard from Wilmington Avenue to Long Beach Boulevard

In addition, there would be future bike facilities that are planned on the following roadways:

- Acacia Avenue from Johnson Street to Rosecrans Avenue (Proposed Bike Route)
- Myrrh Street from Santa Fe Avenue to Gibson Avenue (Proposed Bike Boulevard Route)
- Willowbrook Avenue from Greenleaf Boulevard to north Compton City Limit (Proposed Bike Route)
- Wilmington Avenue from Victoria Street to north Compton City Limit (Proposed Bike Route)
- Caldwell Street from Greenleaf Boulevard to Alameda Street (Proposed Bike Route)
- Myrrh Street from Oleander Avenue to Santa Fe Avenue (Proposed Bike Lane)
- Tamarind Avenue from Greenleaf Boulevard to Myrrh Street (Proposed Bike Lane)
- Long Beach Boulevard from Greenleaf Bl. to Orchard Avenue (Proposed Bike Lane)
- Greenleaf Boulevard from Central Avenue to Long Beach Boulevard (Proposed Buffered Bike Lane)
- Rosecrans Avenue from west Compton City Limit to Los Angeles River Trail (Proposed Buffered Bike Lane)
- Compton Boulevard from Avalon Boulevard to Harris Avenue (Proposed Protected Bike Lane—One-Way)
- Alameda Street (Little Alameda) from south Compton City Limit to north Compton City Limit (Proposed Protected Bike Lane—Two-Way)

Parking

The existing CHS campus has approximately 190 parking spaces. Current parking includes parking facilities on the existing CHS campus that include 88 spaces in the north parking lot and 102 spaces in the east

parking lot. In addition to the existing CHS campus, the surrounding roadways also generally include street parking. This includes Central Avenue, Wilmington Avenue, the east side of Willowbrook Avenue east of the tracks; both sides of Alameda on the east segment; Acacia Avenue except between Cocoa Street and Myrrh Street; and both sides of Myrrh Street.

Public Transit

The study area is served by multiple transit operators, with networks connecting different communities within and outside of the Compton USD boundaries. The primary transit operator in Los Angeles County is Metro, which provides bus, light rail, and heavy rail (subway) services throughout the County. There are also several regional rail and municipal bus operators that provide regional transit services between municipalities in the outer region.

Metro's local light-rail line (i.e., Blue) uses light-rail trains that run along rights-of-way, ranging from complete grade separation to at-grade operation in mixed-flow traffic. Metro operates several types of bus service, including the Metro Liner service that operates either in an exclusive right-of-way or along High Occupancy Vehicle (HOV) lanes, and bus routes in mixed traffic on its Rapid, Express, Limited Stop, Local, and Shuttle services. These bus services vary considerably in speed, frequency, and capacity.

Currently, 19 bus lines and one rail line serve the Project area. Of these, 12 buses are operated by Metro, 5 buses by the City of Compton Renaissance Transit System (COM), 1 bus by the City of Gardena Transit (GTrans), and 1 bus line by the Torrance Transit System (TTS). The Metro rail line is operated by Metro. These transit lines are described more in detail below.

- Metro Line 51 is a predominantly north–south local line that provides service from Koreatown to Compton. Within the study area, the line runs east–west along Compton Boulevard and Myrrh Street, and then north–south along Alameda Street. This line runs every day, including holidays, at peak frequencies of approximately 3–12 minutes. The northern terminus is at the Wilshire/Vermont Station in Koreatown. The southern terminus is at Martin Luther King (MLK) Jr. Transit Center in Compton.
- Metro Line 53 is a north–south local line that provides service from Downtown Los Angeles to Carson, traveling along Central Avenue within the study area. This line runs every day, including holidays, at peak frequencies of approximately 4–14 minutes. The northern terminus is at Metro Center in Downtown Los Angeles, and the southern terminus is at California State University Dominguez Hills.
- Metro Line 60 is a north–south local line that provides service from Downtown Los Angeles to Compton, traveling along Long Beach Boulevard within the study area. This line runs every day, including holidays, at peak frequencies of approximately 6–7 minutes on weekdays. The northern terminus is at the corner of Sunset Boulevard and Figueroa Street in Downtown Los Angeles. The southern terminus is at the Metro Blue Line Artesia Station in Compton.

- Metro Line 125 is an east–west local line that provides service from Manhattan Beach to Norwalk, and travels along Rosecrans Avenue, Willowbrook Avenue, Compton Boulevard, and Santa Fe Avenue within the study area. This line runs weekdays at peak frequencies of approximately 15–20 minutes. The western terminus is at Plaza El Segundo, and the eastern terminus is at the Metro Green Line Norwalk Station.
- Metro Line 127 is a local line that provides limited service from Compton to Downey. Within the study area, Line 127 travels east–west along Compton Boulevard. This line runs weekdays at a peak frequency of approximately 60 minutes. The western terminus is at MLK Jr. Transit Center in Compton, and the northern terminus is at the Downey Depot Transportation Center.
- Metro Line 128 is a predominantly local east–west line that provides service from Cerritos to Compton. Within the study area, the line runs east–west along Compton Boulevard and Alondra Boulevard, and north–south along Santa Fe Avenue. This line runs weekdays at peak frequencies of approximately 36–50 minutes. The western terminus is at MLK Jr. Transit Center in Compton, and the eastern terminus is at Cerritos Towne Center.
- Metro Line 130 is an east–west local line that provides service from Redondo Beach to Cerritos, and travels along Walnut Street and Artesia Boulevard within the study area. This line runs weekdays at peak frequencies of approximately 20–35 minutes. The western terminus is at Broadway/Torrance Boulevard in Redondo Beach. The eastern terminus is at 183rd Street/Sears Entry in Cerritos.
- Metro Line 202 is a north–south local line that provides service from Willowbrook to Wilmington, and travels along Willowbrook Avenue and Alameda Street within the study area. This line runs on weekdays only, at peak frequencies of approximately 50–60 minutes. The northern terminus is at the Willowbrook/Rosa Parks Metro Green Line Station, and the southern terminus is at the corner of D Street and Avalon Boulevard in Wilmington.
- Metro Line 205 is a local north–south line that provides service from San Pedro to Willowbrook traveling along Wilmington Avenue within the study area. This line runs every day, including holidays, at peak frequencies of approximately 20–40 minutes. The northern terminus is at the Willowbrook/Rosa Parks Metro Green Line Station in Willowbrook. The southern terminus is at the corner of Gaffey Street and 13th Street in San Pedro.
- Metro Line 260 is a local north–south line that provides service from Compton to Altadena traveling along Artesia Boulevard within the study area. This line runs every day, including holidays, at peak frequencies of approximately 10–20 minutes on weekdays. The southern terminus is at the Artesia Blue Line Station in Compton. The northern terminus is at the corner of Fair Oaks Avenue and Alta Loma Drive in Altadena.
- Metro Line 351 is a predominantly north–south Limited Bus line that provides service from Koreatown to Compton traveling along Rosecrans Avenue within the study area. This line runs weekdays at peak frequencies of approximately 15–25 minutes. The northern terminus is at Wilshire Center in Koreatown, and the southern terminus is at the MLK Jr. Transit Center in Compton.

- Metro Line 762 is an east–west Rapid Bus line that provides service from Compton to Altadena traveling along Artesia Boulevard within the study area. This line runs on weekdays only at peak frequencies of approximately 17–30 minutes. The southern terminus is at the Artesia Blue Line Station in Compton. The northern terminus is at the corner of Fair Oaks Avenue and Colorado Boulevard in Pasadena.
- Metro rail line is a light rail line that provides service between downtown Los Angeles and downtown Long Beach. The northern terminus is at the Metro Center in Downtown Los Angeles. The southern terminus is in Downtown Long Beach. The Metro rail line has two stations within the study area: the Artesia station and the Compton transit center. This line runs every day, including holidays, at peak frequencies of approximately 6–12 minutes.
- COM Line 1 is a loop route that travels along Rosecrans Avenue, Compton Boulevard, and Central Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest within the study area: Compton Transit Center, Adult School, Gateway Plaza, Willowbrook Middle School, Compton Centennial High School, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.
- COM Line 2 is a loop route that travels primarily along Caldwell Street, Alondra Boulevard, Willowbrook Avenue, and Santa Fe Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest within the study area: Compton Transit Center, Compton Airport, Gateway Shopping Center, Public Social Services Department, Department of Motor Vehicles, Compton College, Compton Centennial High School, and Towne Center. During peak commute hours, the line has a frequency of approximately 60 minutes. No service is provided after 4 PM.
- COM Line 3 is a loop route that travels primarily along Willowbrook Avenue, Rosecrans Avenue, and Santa Fe Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest: Compton Transit Center, Compton Career Link, Fashion Center, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.
- COM Line 4 is a loop route that travels along Willowbrook Avenue, Santa Fe Avenue, Greenleaf Boulevard, Long Beach Boulevard, Alondra Boulevard, and Compton Boulevard within the study area. This line runs Monday through Friday and Saturday serving the following points of interest: Compton Transit Center, Compton College Gateway Shopping Center, Dominguez High School, Public Social Services Department, Department of Motor Vehicles, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.
- COM Line 5 is a loop route that travels primarily along Willowbrook Avenue, Compton Boulevard, Long Beach Boulevard, Artesia Boulevard, Walnut Street, and Central Avenue within the study area. This line runs Monday through Friday and Saturday serving several major points of interest within the city. During peak commute hours, the line has a frequency of approximately 60 minutes. No service is provided after 4 PM.

- GTrans Line 3 is primarily a local east–west route that provides service from Gardena to Compton, traveling along Alondra Boulevard, Wilmington Avenue, and Compton Boulevard within the study area. This line runs every day at peak frequencies of approximately 13–20 minutes. The eastern terminus is at the Martin Luther King (MLK) Jr. Transit Center in Compton, and the western terminus is at South Bay Galleria in Gardena.
- TTS Line 6 is primarily a local east–west route that provides service from Torrance to Compton and travels along Artesia Boulevard within the study area. This line runs on weekdays only at peak frequencies of approximately 35–45 minutes. The eastern terminus is at the Gateway Towne Center (Artesia Blue Line Station) in Compton, and the western terminus is at the Del Amo Fashion Center in Torrance.

School Travel Modes

According to a school survey conducted by the Safe Routes to School National Partnership, compared to the State of California and the nation as a whole, children in Los Angeles County were much more likely to walk to school, likely because the County is urbanized and more children live within walking distance.[18] In Los Angeles County there are about 1.5 million children aged 5 to 15 and 79 school districts; over half of these children usually traveled to school in a private vehicle and almost one-third usually walked to school. In Los Angeles County 7.7 percent of school children usually rode in a school bus, 3.8 percent used some kind of transit, 1.1 percent reported riding a bike, and another 4 percent did not report how they usually traveled to school or were home schooled. Although not part of the study, high school students age 16 to 18 are anticipated to have approximately the same travel modes, with possibly more transit riders and private vehicles.

Over 30 percent of school children in Los Angeles County live within 1/2 mile of school (19.4 percent less than 1/4 mile and another 10.7 percent between ¼ and ½ mile), compared to 16.6 percent for the nation as a whole and 27.6 percent for the state—both of which include rural areas where children often live far from school.

The majority of teachers, administrative staff, and other on-site employees drive to the existing CHS campus utilizing most of the parking facilities. Most students are dropped off at school by their guardians; some students walk from the surrounding neighborhoods; and a minimum number of students drive to

18 Safe Routes to School National Partnership. Safe Routes to School in California. Travel in Los Angeles County per 2009 National Household Travel Survey. September 24, 2012. Available at https://www.saferoutespartnership.org/california. This is an Analysis Brief summarized from Travel to School in California. Findings from the California-National Household Travel Survey. Available at http://www.travelbehavior.us/.

school and use the parking facilities. Additionally, there a few active school buses to the existing CHS campus; of these, at least one is used for special needs students.

Compton USD Safe Routes to School Program

The Compton Board of Trustees has adopted a Safe Routes to Schools Program as part of its Board Policies.[19] The program recognizes that walking, bicycling, and other forms of active transport to school promote students' physical activity and reduce vehicle traffic and air pollution near schools. As part of the District's coordinated approach to supporting student wellness and safety and enhancing student learning, the Superintendent or designee shall develop and implement strategies to establish and promote safe routes to school program activities.[20]

The District's policy provides for the following:

- *The Superintendent or designee may identify a program coordinator or establish district and/or school site committees to oversee and coordinate related activities.*
- *The Superintendent or designee may collaborate with local public works and public safety departments, transportation agencies, other city and county agencies, school staff, students, parents/guardians and parent organizations, health organizations, community organizations, and/or businesses in the development, implementation, and evaluation of strategies.*
- *Strategies shall be based on the grade levels of the students and an assessment of the conditions and needs of each school and the surrounding neighborhoods.*
- *The Superintendent or designee shall explore the availability of grant funds and other sources of funding to support related projects and activities.*
- *The Superintendent or designee shall periodically report to the Board on the implementation of program activities and progress toward program goals.*
- *Such reports may include, but not be limited to, levels of participation in promotional and educational activities, survey results of parent/guardian attitudes about allowing their child to walk or bicycle to school, tallies of the numbers of students using various modes of travel to and from school and how these numbers have changed over time, records of student attendance and on-time arrival, and injury data within the school and/or district attendance boundaries.*

19 Compton USD, Board Policy BP 5142.2, Students Safe Routes To School Program, available at http://www.gamutonline.net/district/compton/DisplayPolicy/318928/5.

20 Compton USD, Board Policy BP 5142.2, Students Safe Routes To School Program.

Existing Traffic Volumes

Existing Intersection Levels of Service

The existing traffic volumes were used in conjunction with the LOS and current intersection lane geometric characteristics to determine existing operating conditions at the analyzed intersections. **Table 4.13-1: 2017 Existing Intersection AM Peak-Hour Levels of Service** summarizes the results of the intersection LOS analysis for existing conditions at each of the 19 intersections for the Project area. The table indicates that the existing V/C ratio during the morning AM peak hour and the corresponding LOS at the study intersections. As shown in **Table 4.13-1**, all 19 study intersections are currently operating at LOS D or better during the morning peak hour.

Table 4.13-1
2017 Existing Intersection AM Peak-Hour Levels of Service

		Existing	
No.	**Intersection**	**V/C**	**LOS**
1	Central Avenue and Alondra Boulevard	0.751	C
2	Wilmington Avenue and Compton Boulevard	0.721	C
3	Wilmington Avenue and Alondra Boulevard	0.837	D
4	Wilmington Avenue and Greenleaf Boulevard	0.801	D
5	Wilmington Avenue and Greenleaf Boulevard	0.782	C
6	Center Avenue and Alondra Boulevard	0.648	B
7	Oleander Avenue and Compton Boulevard	0.629	B
8	Oleander Avenue and Alondra Boulevard	0.631	B
9	Acacia Avenue and Rosecrans Avenue	0.568	A
10	Acacia Avenue and Compton Boulevard	0.705	C
11	Acacia Avenue and Myrrh Street	0.589	A
12	Acacia Avenue and Alondra Boulevard	0.661	B
13	Willowbrook Avenue and Myrrh Street	0.463	A
14	Willowbrook Avenue and Alondra Boulevard	0.684	B
15	Alameda Street and Compton Boulevard	0.680	B
16	Alameda Street and Alondra Boulevard	0.667	B
17	Alameda Street and Greenleaf Boulevard	0.611	B
18	Santa Fe Avenue and Alondra Boulevard	0.752	C
19	Long Beach Boulevard and Alondra Boulevard	0.693	B

*Source: Traffic Study for the Compton High School Reconstruction Project, Raju Associates, April 2018, included in **Appendix O**.*
Note: V/C = volume-to-capacity ratio.

Existing School Traffic Conditions

For the existing CHS campus, the existing drop-off/pickup operations occur along the external streets on both sides of S. Acacia Avenue and on W. Myrrh Street along the north side of the campus. Typically, the morning drop-off lasts for approximately 30 minutes before the start of school. Similarly, pickup operations for students occurs for approximately 30 minutes at the end of school. Most of the school traffic occurs along S. Acacia Avenue and W. Myrrh Street; however, traffic does spill onto the surrounding roadways.

Special Event Traffic

As noted in the traffic study, after school events for the existing CHS Campus were analyzed at six study intersections all controlled by traffic signals as shown in **Table 4.13-2: 2017 Existing Intersection PM Peak-Hour Levels of Service**. As shown in **Table 4.13-2**, all 6 study intersections are currently operating at LOS D or better during the evening peak hour.

Table 4.13-2
2017 Existing Intersection PM Peak-Hour Levels of Service

		Existing	
No.	**Intersection**	**V/C**	**LOS**
7	Oleander Avenue and Compton Boulevard	0.606	B
8	Oleander Avenue and Alondra Boulevard	0.610	B
10	Acacia Avenue and Compton Boulevard	0.672	B
11	Acacia Avenue and Myrrh Street	0.413	A
12	Acacia Avenue and Alondra Boulevard	0.642	B
13	Willowbrook Avenue and Myrrh Street	0.445	A

Source: Traffic Study for the Compton High School Reconstruction Project, Raju Associates, April 2018, included in ***Appendix O.***
Note: V/C = volume-to-capacity ratio.

ENVIRONMENTAL IMPACTS

Methodology

The traffic impact analyses in the Traffic Study[21] were conducted using the procedures adopted by the City of Compton's Planning and Economic Development Department and Public Works/Municipal Utilities Department to analyze the potential traffic impacts of the Project. The following contains a detailed

21 Raju Associates, *Traffic Study for the Compton High School Reconstruction Project* (April 2018).

analysis of the Existing (Year 2017) and Future (Year 2023) weekday AM peak-hour traffic conditions at a total of 19 intersections adjacent to or near the Project Site.

Project Trip Generation

Proposed Reconstructed High School

The reconstructed campus will accommodate a total of 2,500 seats. The current Compton High School capacity is able to accommodate a total of 3,186 seats. Therefore, the Proposed Project lowers the existing school capacity by 686 seats.

Utilizing the latest Institute for Transportation Engineers' *Trip Generation Manual* (10th edition) trip rates,[22] the Proposed Project's trip generation was determined. **Table 4.13-3: Estimated Project Trip Generation** presents details of the Proposed Project's trip generation including size, applicable rate and trip generation estimates.

Table 4.13-3
Estimated Project Trip Generation

			AM Peak Hour		
Land Use/Code	**Size**	**Daily**	**In**	**Out**	**Total**
Existing School					
High School	3,186 students	6,468	795	862	1,657
Proposed Project					
Reconstruction of High School	2,500 students	5,075	624	676	1,300
Trip Generation Total (Net Change)		**-1,393**	**-171**	**-186**	**-357**

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018, included in **Appendix O**.)*
Note: Trip generation rates from Institute for Traffic Engineers, Trip Generation Manual, *10th ed. (Washington, DC: ITE 2017).*

From **Table 4.13-3**, it can be observed that the existing Compton High School with 3,186 seats is estimated to generate 6,468 daily trips, of which 1,657 trips would occur in the morning peak hour. The Proposed Project with a 2,500-seat capacity is estimated to generate 5,075 daily trips of which 1,300 trips would occur during the morning peak hour.

22 Trip generation rates from Institute for Transportation Engineers, *Trip Generation Manual*, 10th ed. (Washington, DC: ITE, 2017).

Relocation of District Uses

As part of the Project, the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices would be demolished and relocated to a location not on the Project Site. As determined by the District, these existing uses would be accommodated within existing District facilities, at Caldwell Elementary School, located at 2300 W. Caldwell Street, and Cesar Chavez Continuation High School, located at 12501 N. Wilmington Avenue in Compton. The Caldwell Elementary School campus is currently a closed site and is not utilized by students or District staff. Cesar Chavez Continuation High School is currently used by only a few students who attend school at the actual site. These students attend once a week for independent study work. Chavez Continuation High School is currently staffed by six individuals. The relocation of the District uses currently on the Project Site to the Caldwell Elementary School and Cesar Chavez Continuation High School campuses would occur during the spring of 2019. As shown in **Table 4.13-4: Estimated Relocation Uses Trip Generation**, the relocated uses account for a total of 408 daily trips.

Table 4.13-4
Estimated Relocation Uses Trip Generation

			AM Peak Hour		
Land Use/Code	**Size**	**Daily**	**In**	**Out**	**Total**
Existing Use to Relocated					
School District Office	7,530 sf	108	14	4	18
Office	27,165 sf	300	45	7	52
Trip Generation Total		**408**	**59**	**11**	**70**

Source: Traffic Study for the Compton High School Reconstruction Project, Raju Associates, April 2018, included in ***Appendix O****.*
Notes:
Trip generation rates from Institute for Traffic Engineers, Trip Generation Manual, *10th ed. (Washington, DC: ITE 2017).*
Sf = square feet.

Acquisition Parcels

In addition, the Project Site consists of acquisition parcels for the proposed Project that consists of single- and multifamily residences, car wash, and a church. As shown in **Table 4.13-5: Estimated Acquisition Parcels Trip Generation**, the existing acquisition parcels total 471 daily trips.

Table 4.13-5
Estimated Acquisition Parcels Trip Generation

			AM Peak Hour		
Land Use/Code	**Size**	**Daily**	**In**	**Out**	**Total**
Existing Use to Relocated					
Residences	26 du	140	2	7	9
Car Wash	2 stalls	312	11	6	17
Church	2,752 sf	19	1	0	1
Trip Generation Total		**471**	**14**	**13**	**27**

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018), included in* ***Appendix O****.*
Notes:
*Trip generation rates from Institute for Transportation Engineers, T*rip Generation Manual, *10th ed. (Washington, DC: ITE, 2017).*
du = dwelling units; sf = square feet.

Project Trip Distribution

The geographic distribution for Proposed Project trips based on existing traffic counts, the distribution of the student population within the school boundaries and engineering judgement was estimated to be the following:

- To and from the north: 20 percent
- To and from the south: 30 percent
- To and from the east: 15 percent
- To and from the west: 35 percent

Based on these distribution assumptions, location, and points of access of the Proposed Project driveways, and trip generation estimates from the Proposed Project, the Project-only trips were assigned on the roadway network and traffic estimates of Project-only trips were developed.

Upon relocation, the operation of the District's Facilities Department and the Pupil Services, Enrollment Center, and Special Education offices would continue as under existing conditions on the Project Site. The operation of these other District uses would be similar to the existing uses on the Caldwell Elementary School and Cesar Chavez Continuation High School campuses would occur during Spring of 2019.

Future Year 2023 Traffic Projections

The Future (Year 2023) Baseline traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both

within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within or near, the study area. Each of these components is described below. The traffic associated with the existing school capacity was also estimated and included in the Future (Year 2023) Baseline traffic projections.

To properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Future (Year 2023) Baseline traffic volumes both with and without the Proposed Project were developed. The Future (Year 2023) Baseline conditions (i.e., without the Proposed Project) was first developed including estimates for background growth in area-wide trip making, traffic associated with the existing capacity of school (Compton High School), and trips generated by future developments (related projects) near the study area. Next, the net traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Proposed Project-related net traffic to the Future (Year 2023) Baseline traffic volumes provides traffic volume estimates for the Future (Year 2023) Baseline plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

The traffic near the study area was estimated to increase at a rate of about 1.46 percent per year per the Los Angeles County Congestion Management Program (CMP). Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2023, the Existing 2017 traffic volumes were adjusted upward by a factor of 8.76 percent to reflect this area-wide regional growth.

The related projects' traffic estimates were added to the Existing plus Ambient Growth traffic to obtain the Future (Year 2023) Baseline traffic volumes. The traffic volumes associated with the existing Compton High School at 3,186 seat capacity were estimated and included in the future traffic volumes estimates. These volumes represent Future (Year 2023) Baseline (without Project) projections.

Thresholds of Significance

To assist in determining whether the proposed Project would have a significant effect on the environment, the District finds the proposed Project may be deemed to have a significant impact related to transportation and traffic if it would:

Threshold TRAF-1: **Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to**

intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Threshold TRAF-2: **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Threshold TRAF-3: **Are traffic and pedestrian hazards mitigated per Caltrans' School Area Pedestrian Safety manual?**

Threshold TRAF-4: **Be easily accessible from arterials and is the minimum peripheral visibility maintained for driveways per Caltrans' Highway Design Manual?**

Threshold TRAF-5: **Be within 1,500 feet of a railroad track easement?**

Threshold TRAF-6: **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

Please refer to **Section 6.1: Effects Found Not to Be Significant** for an evaluation of those topics that were determined to be less than significant or have no impact and do not require further analysis in the EIR**.**

Caltrans Criteria

The Caltrans' *Highway Design Manual*[23] and the guidelines in the Caltrans' *School Area Pedestrian Safety Manual*[24] are utilized in this EIR to determine potential impacts for pedestrian safety and bus queueing, and line of sight requirements. A project would not have a significant impact to pedestrian safety, queuing, and line of sight requirements if it complies with the guidelines set forth in each manual for minimum safety standards and design requirements.

City of Compton Level of Service Criteria

As indicated in the Traffic Study, the City of Compton uses impact threshold criteria established by and documented in the Los Angeles County Department of Public Works (LACDPW) *Traffic Impact Analysis Report Guidelines* that determine if a project has a significant traffic impact at a specific signalized

23 Caltrans, Division of Design, *Highway Design Manual,* 6th ed. (November 20, 2017).

24 Caltrans, *Traffic Manual* (August 1996), ch. 10: School Area Pedestrian Safety, available at http://www.dot.ca.gov/trafficops/camutcd/docs/TMChapter10.pdf.

intersection.[25] **Table 4.13-6: Level of Service Definitions for Signalized Intersections** provides the level of services definitions as established by the County of Los Angeles. According to the criteria, a project would not have a significant impact at a signalized intersection if it is operating at LOS C after the addition of project traffic and the incremental change in V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

Table 4.13-6
Level of Service Definitions for Signalized Intersections

Level of Service	V/C Ratio	Definition
A	0.000–0.600	EXCELLENT OPERATION. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.601–0.700	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.
C	0.701–0.800	GOOD OPERATION. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	0.801–0.900	FAIR OPERATION. Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.
E	0.901–1.000	POOR OPERATION. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.
F	> 1.000	FORCED FLOW. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go-type traffic flow.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* 1980.

25 Los Angeles County, Department of Public Works, *Traffic Impact Analysis Report Guidelines*(January 1, 1997), http://dpw.lacounty.gov/traffic/traffic%20impact%20analysis%20guidelines.pdf.

Project Impact Analysis

Threshold TRAF-1: Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

City of Compton General Plan Consistency

In general, projects with land uses that are consistent with the General Plan and complimentary to their surrounding land uses are expected to reduce the trip length associated with adjacent land uses and/or increase the service population access to pedestrians, bike, and transit facilities if the project is within a quarter mile of those facilities.

The Land Use Element and Circulation Element of the adopted General Plan include policies that encourage transit-oriented and pedestrian-oriented uses.[26]

Land Use Element Policies

The following 1991 General Plan Land Use Element adopted policies are applicable to achieving these initiatives:

- Policy 1.7: Implement a comprehensive program to improve the condition of City streets, alleys, and all other public rights-of-way.
- Policy 1.11: Work with the Compton Unified School District to remove any blighting influences which may be associated which may be associated school properties and areas adjacent to student pick-up and drop-off points.

Circulation Element Policies

The following 1991 General Plan Circulation Element adopted policies are applicable to achieving these initiatives:

- Policy 1.8: Provide a street system that allows for the safe and efficient movement of traffic.
- Policy 2.3: Investigate the feasibility of establishing a local bus system.

26 City of Compton, *General Plan,* "Circulation Element" (December 3, 1991).

- Policy 6.1: Provide safe bicycle and pedestrian routes between residential neighborhoods and the schools, local commercial areas, and other uses serving the immediate neighborhood.
- Policy 8.1: Require new development projects to provide parking facilities consistent with zoning code requirements.

Table 4.13-7: Parking Demand shows the relationship between existing, proposed, and their difference in total parking for the Project Site. As shown in **Table 4.13-7**, there would be a net increase in 173 parking spaces. The proposed Project would be supportive of the above policies because it would limit traffic by reducing the total capacity of students and staff on-site and a bus pickup/drop-off zone within the north parking lot by increasing the total number of parking on site. However, given that the increased parking in the Project may not accommodate all spectator parking during after-school and weekend events, it is possible that a potential significant traffic impact may occur.

Impacts would be potentially significant.

Table 4.13-7
Parking Demand

Total Proposed	*Total Existing*	Net
363 spaces	*190 spaces*	173 spaces

*Source: Based on information from **Section 2.0: Project Description**.*

Reconstruction of CHS Campus

Construction

Project construction would generate traffic from construction workers, hauling construction equipment, as well from the arrival and departure of trucks delivering construction materials, and the removal of debris generated by on-site activities. The overall maximum trip generation during construction was estimated using the components of construction activity described above. The construction of the proposed Project would result in a maximum total of approximately 221 passenger-car-equivalent trips during the morning peak hour.[27] The total trips include both the construction trucks and workers. Alondra Boulevard, which is a designated truck route by the City,[28] and Acacia Avenue would serve as truck haul routes to and from the I-710 and I-110.

27 Passenger car equivalence assumes 1 truck trip equals 2.0 passenger cars.
28 City of Compton, *General Plan,* "Circulation Element."

Both the number of construction workers and trucks would vary throughout the construction process to maintain a reasonable schedule of completion. These construction impacts would be temporary in nature and would not occur after completion construction. The analysis that follows is based on the construction traffic impact analysis from the Traffic Study, included in **Appendix O**.

Construction traffic includes construction trucks and construction worker trips. The peak construction activity that would generate the largest number of trips would be the demolition and clearing construction phase. As indicated in the table, the demolition and clearing phase of construction of the proposed Project would involve a total of approximately 4,640 haul truck trips (approximately 79 round trips per day) throughout the 59-day period. The proposed Project construction would also require approximately 19 construction employees during the demolition and clearing phase. Based on the construction hours, it is estimated that the workers trip generation would be three trips during the morning peak hour.

Given that the peak-hour trips generated during Project construction would be less than the existing campus or postconstruction Project-trip generation (87 percent less than existing campus trip generation and 83 percent less than postconstruction Project trip generation), the effect of construction traffic on intersection operations would be less than those estimated for the proposed Project in operation.

It is anticipated that all the study intersections would continue to operate in a manner similar to operations under the future with Project (operations) conditions.

Although no construction-related traffic impacts are anticipated, the District would implement a construction traffic management plan (TMP) that would be prepared and coordinated with the City. This TMP would include but not be limited to information relative to various construction phases and time frames, potential lane and sidewalk closures, if any, truck haul routes and times, and staging details.

Impacts to traffic during construction would be less than significant.

Future (2023) School Access and Circulation

Vehicular Access

Access points for the reconstructed school would work cohesively with the proposed parking lots within the CHS campus along with the new proposed bus drop-off/pickup area within the north parking lot and the automobile drop-off/pickup area proposed within the east parking lot.

The proposed Project would provide a separate student drop-off/pickup lane within the east parking lot. Primary vehicular access to the east parking lot would be provided along a one-way access roadway within

the Project Site parallel to S. Acacia Avenue, with the entrance near the S. Acacia Avenue/W. Indigo Street intersection and the exit near the S. Acacia Avenue/W. Cocoa Street intersection.

Most of the parking would be used by teachers, administrative staff, and other on-site employees. Less than 50 students are expected to drive to campus and use the parking facilities. However, given that the increased parking in the Project may not accommodate all spectator parking during after-school and weekend events, it is possible that a potential significant traffic impact may occur.

Impacts would be potentially significant.

Pedestrian Access

Pedestrian access to the Project Site would continue to be provided on S. Acacia Avenue and W. Myrrh Street. Pedestrian walkways within the campus would provide convenient connectivity between and to all facilities within the site.

Additionally, pedestrian routes adjacent to the school that currently exist, would continue to provide circulation and access options to all the proposed facilities within the reconstructed CHS campus. These pedestrian routes include S. Acacia Avenue, W. Myrrh Street, S. Oleander Avenue, and W. Alondra Boulevard. Signalized intersections at W. Acacia Avenue and W. Myrrh Street and at S. Acacia Avenue and W. Alondra Boulevard provide crosswalks on all approaches, allowing pedestrians to cross to and from the school. Sidewalks are present on the both sides of S. Acacia Avenue, W. Myrrh Street, S. Oleander Avenue, and W. Alondra Boulevard. The proposed Project would provide three surface parking lots within the CHS campus. They include the north parking lot obtaining vehicular access from S. Oleander Avenue and W. Myrrh Street along the north side of the CHS campus; the east parking lot obtaining vehicular access along S. Acacia Avenue; and the south parking lot adjacent to the performing arts center on the southeast corner of the CHS campus, obtaining vehicular access from the signalized intersection of W. Alondra Boulevard and S. Oleander Avenue.

Bus Drop-off and Pickup

The proposed Project would provide a bus pickup/drop-off zone within the north parking lot of the reconstructed Compton High School campus site. The buses would obtain access from S. Oleander Avenue and W. Myrrh Street along the north side of the CHS campus.

Future School Operation

Existing (Year 2017) Baseline plus Project Conditions

Utilizing the net Project-only traffic estimates developed for the AM peak hour, traffic forecasts for the Existing (Year 2017) Baseline plus Project conditions were developed. The Existing (Year 2017) Baseline traffic volumes were combined with the net Project-only traffic volumes to obtain the Existing (Year 2017) Baseline plus Project traffic volume forecasts. The Existing (Year 2017) Baseline plus Project peak-hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding LOS.

Table 4.13-8: Existing with Project Intersection AM Peak-Hour Levels of Service presents the results of the Existing (Year 2017) Baseline plus Project traffic analysis. As shown, all 19 of the study intersections are projected to continue to operate at LOS D or better during the morning peak hour.

Traffic Impacts Associated with Special Events

The proposed 2-story performing arts center, with approximately 58,500 square feet of building area, would contain approximately 1,200 seats within the main theater located on the ground floor and in balcony seating above. The performing arts center is anticipated to be used for two community events (non-school-related) per year. These special events would occur primarily evening.

The traffic analysis for the performing arts centers includes six study intersections surrounding the Project Site where the effects of these non-school-related event trips were most likely concentrated were evaluated. The traffic impact analysis compares the volume-to-capacity (V/C) ratios at each study location under the Existing (Year 2017) and Existing (Year 2017) plus non-school-related event at the performing arts center; and Future (Year 2023) Base and Future (Year 2023) plus non-school-related event at the performing arts center projections to determine the incremental difference in V/C ratios caused by a non-school-related event to the performing arts center. As shown in **Table 4.13-9: Existing with Project Intersection PM Peak-Hour Levels of Service**, all six-study intersection are projected to operate at LOS C or better during the evening peak hour. Other after-school events associated with athletic fields and the pool would be limited and would be similar to the existing CHS campus. This is due to the lower total capacity of students compared to the existing CHS campus and the negligible change in students involved in sporting events for the proposed Project.

Impacts would be less than significant.

Table 4.13-8
Existing with Project Intersection AM Peak-Hour Levels of Service

No.	Intersection	Existing		Existing with Project		Change in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Central Avenue and Alondra Boulevard	0.764	C	0.758	C	-0.006	No
2	Wilmington Avenue and Compton Boulevard	0.748	C	0.735	C	-0.013	No
3	Wilmington Avenue and Alondra Boulevard	0.858	D	0.848	D	-0.010	No
4	Wilmington Avenue and Greenleaf Boulevard	0.810	D	0.806	D	-0.004	No
5	Wilmington Avenue and Greenleaf Boulevard	0.788	C	0.785	C	-0.003	No
6	Center Avenue and Alondra Boulevard	0.682	B	0.666	B	-0.016	No
7	Oleander Avenue and Compton	0.734	C	0.686	B	-0.048	No
8	Oleander Avenue and Alondra Boulevard	0.678	B	0.656	B	-0.022	No
9	Acacia Avenue and Rosecrans Avenue	0.575	A	0.571	A	-0.004	No
10	Acacia Avenue and Compton Boulevard	0.765	C	0.737	C	-0.028	No
11	Acacia Avenue and Myrrh Street	0.722	C	0.660	B	-0.062	No
12	Acacia Avenue and Alondra Boulevard	0.798	C	0.734	C	-0.064	No
13	Willowbrook Avenue and Myrrh Street	0.482	A	0.473	A	-0.009	No
14	Willowbrook Avenue and Alondra Boulevard	0.696	B	0.690	B	-0.006	No
15	Alameda Street and Compton Boulevard	0.694	B	0.688	B	-0.006	No
16	Alameda Street and Alondra Boulevard	0.672	B	0.670	B	-0.002	No
17	Alameda Street and Greenleaf Boulevard	0.616	B	0.613	B	-0.003	No
18	Santa Fe Avenue and Alondra Boulevard	0.754	C	0.753	C	-0.001	No
19	Long Beach Boulevard and Alondra Boulevard	0.695	B	0.694	B	-0.001	No

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018), included in* ***Appendix O****.*
Note: V/C = volume-to-capacity ratio.

Table 4.13-9
Existing with Project Intersection PM Peak-Hour Levels of Service

		Existing		Existing with Projet		Change in V/C	
No.	**Intersection**	**V/C**	**LOS**	**V/C**	**LOS**		**Impact**
7	Oleander Avenue and Compton	0.606	B	0.628	B	0.022	No
8	Oleander Avenue and Alondra Boulevard	0.610	B	0.616	B	0.006	No
10	Acacia Avenue and Compton Boulevard	0.672	B	0.685	B	0.013	No
11	Acacia Avenue and Myrrh Street	0.413	A	0.445	A	0.032	No
12	Acacia Avenue and Alondra Boulevard	0.642	B	0.664	B	0.022	No
13	Willowbrook Avenue and Myrrh Street	0.445	A	0.448	A	0.003	No

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018), included in* ***Appendix O****.*
Note: V/C = volume-to-capacity ratio.

Relocation of District Uses

The sites proposed for the relocation of the District's Facilities Department and the Pupil Services, Enrollment Center, and Special Education offices are existing sites developed with District facilities. These District facility sites are located in urban areas of the City consisting of primarily residential uses, as well as other commercial, open space/parks, and public/quasi-public uses. In addition, there would be no construction activities associated with the relocation of these other District uses into the new locations.

While students would not be located at these new locations, the relocation of these other District uses would not introduce people into an area where they would be subject to any health or safety risks not previously experienced at these locations. These District facility sites have already been designed to meet minimum safety standards, including design requirements pursuant to the *Caltrans Highway Design Manual* and the guidelines in the Caltrans *School Area Pedestrian Safety Manual*.

Impacts would be less than significant.

Threshold TRAF-2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Reconstruction of CHS Campus

This Congestion Management Program (CMP) transportation impact analysis was obtained from the Traffic Study. The nearest CMP arterial monitoring locations to the Project Site are W. Alameda Street and W. Compton Boulevard (CMP ID #12), and W. Alameda Street and SR 91 ramps (CMP ID #13).

As evaluated in the Traffic Study, the proposed Project would not add 50 or more new trips per hour to this location. Therefore, no further analysis of CMP arterial monitoring locations is required.

The nearest mainline freeway monitoring locations to the Project Site include SR 91 east of Alameda Street/Santa Fe Avenue and the I-710 north of Firestone Boulevard. Based on the incremental Project trip generation estimates, the proposed Project would not add 150 or more new trips per hour to these locations in either direction. No further analysis of CMP freeway monitoring stations is required, and impacts would be less than significant.

Impacts would be less than significant.

Relocation of District Uses

As part of the Project, the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices would be demolished and relocated to a location not on the Project Site.

As shown above, the relocation of these facilities would result in a reduction of 408 daily trips during the morning peak hour in the Project Site vicinity. Therefore, no new added trips would occur, and no further CMP analysis is required.

Impacts would be less than significant.

Threshold TRAF-3: Are traffic and pedestrian hazards mitigated per Caltrans' School Area Pedestrian Safety manual?

Reconstruction of CHS Campus

The Project Site is located mostly on a mature network of pedestrian facilities. In the vicinity of schools, pedestrian safety features are usually present, including sidewalks, crosswalks, signage, and crossing guards.

Prior to development of school facilities, the District implements Caltrans' "Safe Routes to School," in accordance with Board Policy BP 5142.2 Students, Safe Routes to School Program,[29] where specific measures based on the particular conditions for each site are identified to ensure separation between vehicles and pedestrians through designated pedestrian routes and bike paths. Pedestrian routes are implemented via designation of sidewalks, crosswalks, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian measures.

Students who travel to school may walk or ride bikes; therefore, the Project's would not result in a significant impact to pedestrian and bicycle systems.

Impacts would be less than significant.

Relocation of CHS Campus

As part of the Project, the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices would be demolished and relocated to an off-site location.

As shown above, the relocated uses would adhere to the "Safe Routes to School" implementation. Pedestrian routes are implemented via designation of sidewalks, crosswalks, crossing guards, pedestrian and traffic signals, stop signs, warning signs, and other pedestrian measures.

Impacts would be less than significant.

Threshold TRAF-4: Be easily accessible from arterials and is the minimum peripheral visibility maintained for driveways per Caltrans' Highway Design Manual?

Reconstruction of CHS Campus

The proposed Project would also conform to the Caltrans' School Area Pedestrian Safety Manual.[30] The manual included guidelines for school and pedestrian safety which would include a traffic engineering analysis that properly documents and includes school crossings, signs and markings, yellow lighting beacons, traffic signals, crossing supervision, grade crossings, and pedestrian walkways.[31]

29 Compton USD, Board Policy BP 5142.2, Students Safe Routes To School Program.

30 Caltrans, *Traffic Manual* (August 1996), ch. 10: School Area Pedestrian Safety, available at http://www.dot.ca.gov/trafficops/camutcd/docs/TMChapter10.pdf.

31 Caltrans, *Traffic Manual* (August 1996), ch. 10: School Area Pedestrian Safety, available at http://www.dot.ca.gov/trafficops/camutcd/docs/TMChapter10.pdf .

Construction

Construction activities associated with the proposed Project would occur within the boundaries of the Project Site. While construction may necessitate temporary lane closures on street adjacent to the Project Site, these temporary right-of-way closures are not anticipated to interfere with the acceptable levels of operation of affected roadways.

Furthermore, as previously discussed, construction traffic management plan (TMP) would be prepared and coordinated with the City of Compton. The TMP would include but not be limited to information relative to various construction phases and time frames, potential lane and sidewalk closures, if any, truck haul routes and times, and staging details.

Impacts would be less than significant.

Adjacent Roadways and Vacations

The proposed Project involves the vacations of S. Oleander Avenue and W. Cocoa Street to facilitate the relocation of existing utility infrastructure within the southwestern portion of the Project Site. The vacation of these streets would not inhibit access to any existing uses as the acquisition parcels would be incorporated as part of the Project Site.

No other changes are proposed to the surrounding road system. Uninterrupted access to the Project Site would continue to be provided via W. Myrrh Street, S. Acacia Avenue, and W. Alondra Avenue. The roadways surrounding the Project Site have no steep grades, sharp curves, or locations with restricted sight distance that would adversely affect perception and reaction time of motorists accessing the Project Site.

Impacts would be less than significant.

Pedestrian Access

The Project Traffic Study analyzed pedestrian safety and details the access and circulation for the Project Site. The school would have the proper access and circulation that incorporates pedestrian safety including new traffic signals and crosswalks.

With the acquisition of the additional parcels to the south of the existing campus, the reconstructed campus would be immediately adjacent to Alondra Boulevard, a four-lane roadway has a right-of-way width of 100 feet and extends through the City in an east–west orientation from the City's western boundary to the Long Beach Freeway (I-710). Parking is permitted on both sides of the street.

If the adjacent properties are acquired for school expansion, the new facilities would be near the high traffic Alondra Boulevard. Students already walk and bike to existing schools, and safety devices—such as crosswalks, traffic lights, and signage—are already in place; therefore, additional facilities would not exacerbate any current conditions. If, however, a significant number of pedestrians would be required to access the campus along Alondra Boulevard, the District would conduct a pedestrian survey to analyze the requirement for additional safety features in accordance with it Safe Routes to Schools Program.[32]

Finally, the District would comply as required with Part 7, School Area Traffic Controls, of the California Manual on Uniform Traffic Control Devices (MUTCD), projects that increase student capacity or attendance would include installation of any missing signs and roadway markings. All these proposed improvements would be consistent with the sight distance standards identified in the Caltrans' Highway Design Manual,[33] and the guidelines in the Caltrans' School Area Pedestrian Safety Manual.[34]

Impacts would be less than significant.

Student and Bus Drop-off/Pickup

Operation of the proposed Project would continue student bus drop-off service along W. Myrrh Street, within the proposed north parking lot. Buses would be able to make a continuous loop within the parking lot without the need to backup. Vehicular drop-off for students would occur within the east parking lot along S. Acacia Avenue.

The vehicular drop-off lane would be separated from the proposed parking lot to ensure students exiting vehicles can proceed to the campus without crossing traffic lanes. Therefore, the proposed Project would be easily accessible from arterials and would provide sight distance consistent with the Caltrans Highway Design Manual at the site driveways.

Impacts would be less than significant.

Relocation of CHS Campus

As part of the Project, the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices would be demolished and relocated to an off-site location.

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32 Compton USD, Board Policy BP 5142.2, Students Safe Routes To School Program, http://www.gamutonline.net/district/compton/, accessed February 2018.

33 Caltrans, Division of Design, *Highway Design Manual,* 6th ed. (November 20, 2017).

34 Caltrans, *Traffic Manual* (August 1996), ch. 10: School Area Pedestrian Safety, available at http://www.dot.ca.gov/trafficops/camutcd/docs/TMChapter10.pdf .

Given that the relocated uses would be contained within already existing buildings, construction of new buildings is not warranted. The relocated uses would also be consistent with the above measures laid out for the Project Site.

Impacts would be less than significant.

Threshold TRAF-5: Be within 1,500 feet of a railroad track easement?

When evaluating a site near railroad tracks, a study should be conducted to answer the following questions, CDE requires that a Rail Safety Study (RSS) be completed on all new school sites within 1,500 feet of a railroad easement prior to the CDE's approving construction of a new school site.[35]

The distance from the Metro Blue Line to the northeastern corner of the Project Site is approximately 670 feet compared to approximately 690 feet to the southeastern corner of the Project Site. Currently, the Metro rail line uses the this stretch of track to transport passengers between the Compton and Artesia stations. The Metro rail line vehicular crossings at Myrrh Street and Alondra Boulevard have safety traffic lights, signage, sidewalks, and crosswalks that appear to meet the Federal Railroad Administration (FRA) and California Public Utilities Commission Standard (CPUC) standards. The probability exists that students or parents with students could use the Metro Blue Line as a mode of transportation to and from campus.

To address CDE requirements related to rail safety, a Rail Safety Study (RSS) has been prepared to address potential risks resulting from the railroad easement south of the Project Site, included as **Appendix M**. As detailed in the RSS, the occurrence of an accident is approximately 1 in 10,000 years for the Project Site. Therefore, the likelihood of a train accident on the Metro Blue Line, with a subsequent train derailment and movement of railcars and solid debris outside the easement, is very low. Debris from such a derailment should not reach the site, which is greater than 670 feet away and would be buffered by existing buildings. In addition, there is no transportation of chemicals in these freight cars on the Metro rail line and is presently no concern that a railroad-related hazardous materials spills would occur near the site.

Furthermore, the probability for geologic or seismic hazards (ground shaking or liquefaction) to initiate a rail accident is too low to increase derailment probabilities for the Project Site and is considered an insignificant factor in the railroad risk assessment

Impacts would be less than significant.

35 California Code of Regulations tit. 5, sec. 14010 (d), School Facility Construction, art. 2, School Sites, sec. 14010, Standards for School Site Selection.

Threshold TRAF-6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

In the vicinity of schools including Compton High School, pedestrian safety features are usually present, including sidewalks, crosswalks, signage, and crossing guards. Prior to development of school facilities, the District implements Caltrans' "Safe Routes to School," through its Board Policy BP 5142.2[36] where specific measures based on the particular conditions for each site are identified to ensure separation between vehicles and pedestrians through designated pedestrian routes and bike paths. Pedestrian routes are implemented via designation of sidewalks; crosswalks; crossing guards; pedestrian and traffic signals; stop and warning signs; and other pedestrian measures.

The District encourages ride-sharing programs for students and teachers. Also, students who travel to school may walk or ride bikes; as such, the Project would not conflict with policies, plans, or programs for nonmotorized transportation modes. Therefore, the proposed Project would not result in a significant impact to pedestrian and bicycle systems.

Impacts would be less than significant.

CUMULATIVE IMPACTS

Construction Impacts

As previously discussed in **Section 3.0: Environmental Setting and Related Projects**, the construction of 26 related projects is anticipated in the Project area. The related projects would result in a total of 8,614 daily trips with 647 peak AM trips.

Construction workers working on the related project sites would arrive on site at off-peak hours; however, it is likely the workers would depart during the PM peak hours. The potential exists for construction-related activities and/or haul routes of the Project and related projects to overlap. In addition, as with the Project, other nearby related projects could require temporary lane closures during construction. Related projects can reasonably be expected to also implement construction management plans for traffic control to ensure that potential construction-related impacts are reduced. Furthermore, construction traffic effects would be temporary and therefore not considered significant.

As such, the Project's contribution to cumulative construction traffic would be cumulatively considerable.

36 Compton USD, Board Policy BP 5142.2, Students Safe Routes To School Program.

Operational Impacts

The Future (2023) with Project Conditions identifies the potential incremental impacts of the Project at full buildout on projected future traffic operating conditions during the typical weekday morning and afternoon peak periods by adding the Project-generated traffic to the Future without Project traffic forecasts for Year 2023.

The trip generation estimates for the related projects were estimated using size and use information, and trip rates and equations from the ITE's *Trip Generation Manual,* 10th edition, as well as trip generation estimates provided by the recently completed traffic studies prepared for projects in the City of Compton. The related projects are estimated to generate a total of approximately 647 trips during the morning peak hour.

The Project-only AM peak-hour traffic volumes were added to the Future (2023) Baseline AM peak-hour traffic. The resulting volumes represent Future with Project Conditions after development of the Project in Year 2023.

Table 4.13-10: Future with Project Intersection AM Peak-Hour Levels of Service summarizes the results of the Future with Project Conditions during the weekday morning peak hours for the 19 study intersections. As shown, traffic generated by the proposed Project would not change the intersection levels of service from the Future (2023) Baseline conditions.

Table 4.13-11: Future with Project Intersection PM Peak-Hour Levels of Service summarizes the results of the Future with Project Conditions during evening peak hours for six study intersections. As shown, traffic generated by after-school events would not change the intersection levels of service from Future (2023) Baseline conditions with the exception of intersection 12. As intersection 12 changes from B to C, impacts would still be less than significant.

Table 4.13-10
Future with Project Intersection AM Peak-Hour Levels of Service

No.	Intersection	Future (2023)		Future (2023) with Project		Change in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Central Avenue and Alondra Boulevard	0.828	D	0.822	D	-0.006	No
2	Wilmington Avenue and Compton Boulevard	0.811	D	0.798	C	-0.013	No
3	Wilmington Avenue and Alondra Boulevard	0.934	E	0.924	E	-0.010	No
4	Wilmington Avenue and Greenleaf Boulevard	0.882	D	0.878	D	-0.004	No
5	Wilmington Avenue and Greenleaf Boulevard	0.855	D	0.852	D	-0.003	No
6	Center Avenue and Alondra Boulevard	0.735	C	0.719	C	-0.016	No
7	Oleander Avenue and Compton	0.783	C	0.735	C	-0.048	No
8	Oleander Avenue and Alondra Boulevard	0.727	C	0.706	C	-0.021	No
9	Acacia Avenue and Rosecrans Avenue	0.629	B	0.625	B	-0.004	No
10	Acacia Avenue and Compton Boulevard	0.821	D	0.792	C	-0.029	No
11	Acacia Avenue and Myrrh Street	0.764	C	0.703	C	-0.061	No
12	Acacia Avenue and Alondra Boulevard	0.852	D	0.787	C	-0.065	No
13	Willowbrook Avenue and Myrrh Street	0.514	A	0.505	A	-0.009	No
14	Willowbrook Avenue and Alondra Boulevard	0.753	C	0.747	C	-0.006	No
15	Alameda Street and Compton Boulevard	0.752	C	0.745	C	-0.007	No
16	Alameda Street and Alondra Boulevard	0.727	C	0.725	C	-0.002	No
17	Alameda Street and Greenleaf Boulevard	0.664	B	0.661	B	-0.003	No
18	Santa Fe Avenue and Alondra Boulevard	0.817	D	0.817	D	0.000	No
19	Long Beach Boulevard and Alondra Boulevard	0.755	C	0.754	C	-0.001	No

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018), included in* ***Appendix O****.*
Note: V/C = volume-to-capacity ratio.

Table 4.13-11
Future with Project Intersection PM Peak-Hour Levels of Service

		Future		Future with Project			
No.	Intersection	V/C	LOS	V/C	LOS	Change in V/C	Impact
7	Oleander Avenue and Compton	0.651	B	0.673	B	0.022	No
8	Oleander Avenue and Alondra Boulevard	0.653	B	0.660	B	0.007	No
10	Acacia Avenue and Compton Boulevard	0.723	C	0.736	C	0.013	No
11	Acacia Avenue and Myrrh Street	0.440	A	0.472	A	0.032	No
12	Acacia Avenue and Alondra Boulevard	0.689	B	0.711	C	0.022	No
13	Willowbrook Avenue and Myrrh Street	0.473	A	0.477	A	0.004	No

Source: Raju Associates, Traffic Study for the Compton High School Reconstruction Project *(April 2018), included in* ***Appendix O****.*
Note: V/C = volume-to-capacity ratio.

The relocation of the District uses currently on the Project Site to the Cesar Chavez Continuation High School would occur during the spring of 2019. As shown earlier in **Table 4.13-4,** the relocated uses account for a total of 408 daily trips. These trips would remain the same and would only be moved to the new location; therefore, they would not have a cumulatively considerable impact.

The proposed Project improves operating conditions by lowering student capacity, thereby resulting in less traffic. Thus, the proposed Project is not anticipated to trigger a significant traffic impact at any of the 19 study intersections under Future with Project Conditions.

Impacts would not be cumulatively considerable.

MITIGATION MEASURES

The following mitigation will be utilized to reduce potential impacts for parking facilities during after-school and weekend events to less than significant.

MM TRAF-1: The Project shall include a parking plan associated with cumulative after-school and weekend events. To the extent needed to prevent significant intersection and queuing impacts, the parking plan would incorporate off-site parking at closely related District facilities. A shuttle service to and from these facilities would be provided to move spectators to and from the campus. The plan may also utilize available hardscape for additional on-campus parking.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of **Mitigation Measure MM TRAF-1**, potentially significant impacts for parking facilities during after-school and weekend events would be less significant.