7. Congestion Management Plan Analysis

The Los Angeles County Congestion Management Plan (CMP) requires new development projects to analyze potential project impacts on CMP monitoring locations.

A review of the CMP indicated the following arterial monitoring stations that are closest to the proposed project location:

- Sunset Boulevard and Alvarado Street
- Wilshire Boulevard and Alvarado Street
- Western Avenue and 9th Street
- Alameda Street and Washington Boulevard

The CMP also identifies the following freeway monitoring stations that are closest to the project:

- I-10 west of Vermont Avenue
- I-10 east of La Brea Avenue
- I-10 west of I-710
- US-101 east of Alvarado Street
- US-101 south of Santa Monica Boulevard
- US-101 west of Vignes Street
- I-5 north of Stadium way
- I-5 east of I-710
- SR-110 south of US-101
- SR-110 at Alpine Street
- SR-110 at Pasadena Avenue
- SR-110 at Slauson Avenue
- SR-60 east of Indiana Street

The CMP requires that the Traffic Study analyze traffic conditions at all CMP monitoring arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires traffic studies to analyze mainline freeway monitoring locations where the project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study, then no further traffic analysis is required.

Based on the project trip distribution shown in Figure 16, and additional analysis of the likely dispersal of trips beyond the immediate project study area, a calculation was made of the number of project trips likely to pass through the CMP monitoring locations identified above.

Arterial Monitoring Locations

This analysis found that less than 50 peak hour project trips would pass through the intersection of Western Avenue/9th Street, and so this intersection was not analyzed. The remaining three intersections were analyzed and the results are shown in Table 23.

Table 23. CMP Analysis - Arterial Monitoring Locations - Intersection Level of Service

No.	Intersection	PM							
		Existing		Future No Project		Future With Project		Change in V/C	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Sunset & Alvarado	0.866	D	1.013	F	1.022	F	0.009	No
2	Wilshire & Alvarado	0.572	A	0.669	B	0.678	B	0.009	No
3	Washington & Alameda	0.641	B	0.750	C	0.759	C	0.009	No

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The CMP considers a significant project impact to occur when the proposed project increases traffic demand on a CMP facility by 2% or more of capacity (V/C ≥ 0.02), causing or worsening LOS F (V/C > 1.00).

Table 23 shows the intersection level of service analysis for the three intersections, for existing conditions, for future without project conditions, and for future with project conditions. This analysis was prepared using the procedures outlined in the Congestion Management Plan guidelines.

As can be seen from Table 23, the analysis indicates that the project would have no significant impacts on CMP arterial monitoring locations.

Freeway Monitoring Locations

The analysis also found that the project would add more than 150 peak hour trips in either direction to three mainline freeway monitoring locations. The analysis of these three locations is shown in Table 24 for the existing condition, in Table 25 for the future without project condition, and in Table 26 for the future with project condition.

As can be seen from Table 26, the project would cause significant impacts at two CMP freeway monitoring locations. At Station 1048, SR-110 south of US-101, the PM peak hour northbound D/C ratio would increase by 0.033 and the southbound D/C ratio would increase by 0.035. At Station 1049, SR-110 at Alpine Street, the PM peak hour northbound D/C ratio would increase by 0.029 and the southbound D/C ratio would increase by 0.031. Both sections of freeway would be operating at LOS F (even without the project), and as these increases are slightly above the threshold of an increase in D/C ratio of 0.02, the increases at these locations would both constitute a significant impact.

The project would not cause significant impacts at any other CMP freeway monitoring locations.

Transit Analysis

The proposed project is located adjacent to the Pico/Flower Blue Line rail station and close to numerous bus routes, which together provide a substantial level of rail and bus transit to the area. It is therefore expected that a significant number of trips to and from the project will use transit.

The earlier trip generation analysis (see Appendix A) identified that approximately 695 transit trips would be generated by the project in the PM peak hour, and 575 transit trips would be generated during the Saturday evening peak hour. (These estimates include a factor of 1.4 to convert vehicle trips to person trips, per the CMP guidelines).

The transit service that serves the site was described in Chapter 2, and comprises the Blue Line, 28 bus routes, and DASH service. During the weekday peak hour the project site area is directly served by a total of 19 trains (northbound and southbound, providing both inbound and outbound service in both directions for 38 total train movements to/from the area), and 168 buses (providing both inbound and outbound service in both directions for 336 total bus movements to/from the area). In addition, there are 32 DASH buses (again, in both directions to/from the site

Table 24. CMP Analysis - Freeway Monitoring Locations - Existing Conditions

Freeway Segment			Northbound/Eastbound PM Peak Hour			
Station	Route	Location	Demand	Capacity	D/C	LOS
1013	I-10	West of Vermont	18,433	12,500	1.475	F(3)
1048	SR-110	South of US-101	11,797	8,000	1.475	F(3)
1049	SR-110	Alpine	8,848	6,000	1.475	F(3)
Freeway Segment			Southbound/Westbound PM Peak Hour			
Station	Route	Location	Demand	Capacity	D/C	LOS
1013	I-10	West of Vermont	17,170	12,500	1.374	F(2)
1048	SR-110	South of US-101	10,989	8,000	1.374	F(2)
1049	SR-110	Alpine	8,242	6,000	1.374	F(2)

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Table 25. CMP Analysis - Freeway Monitoring Locations - Future Without Project Conditions

Freeway Segment			Northbound/Eastbound PM Peak Hour			
Station	Route	Location	Demand	Capacity	D/C	LOS
1013	I-10	West of Vermont	19,960	12,500	1.597	F(3)
1048	SR-110	South of US-101	12,774	8,000	1.597	F(3)
1049	SR-110	Alpine	9,581	6,000	1.597	F(3)
Freeway Segment			Southbound/Westbound PM Peak Hour			
Station	Route	Location	Demand	Capacity	D/C	LOS
1013	I-10	West of Vermont	18,593	12,500	1.487	F(3)
1048	SR-110	South of US-101	11,899	8,000	1.487	F(3)
1049	SR-110	Alpine	8,924	6,000	1.487	F(3)

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Table 26. CMP Analysis - Freeway Monitoring Locations - Future With Project Conditions

Freeway Segment			Northbound/Eastbound PM Peak Hour							
			Demand							
Station	Route	Location	Without Project	Project Volume	With Project	Capacity	D/C	LOS	Change in D/C	Significant Impact
1013	I-10	West of Vermont	19,960	151	20,111	12,500	1.609	F(3)	0.012	No
1048	SR-110	South of US-101	12,774	260	13,034	8,000	1.629	F(3)	0.033	Yes
1049	SR-110	Alpine	9,581	173	9,754	6,000	1.626	F(3)	0.029	Yes

Freeway Segment			Southbound/Westbound PM Peak Hour							
			Demand							
Station	Route	Location	Without Project	Project Volume	With Project	Capacity	D/C	LOS	Change in D/C	Significant Impact
1013	I-10	West of Vermont	18,593	138	18,731	12,500	1.498	F(3)	0.011	No
1048	SR-110	South of US-101	11,899	282	12,181	8,000	1.523	F(3)	0.035	Yes
1049	SR-110	Alpine	8,924	188	9,112	6,000	1.519	F(3)	0.031	Yes

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for a total of 64 bus movements). During the Saturday evening peak hour, a total of 8 trains (northbound and southbound, for 16 total train movements) serve the site, and 53 buses (inbound and outbound service for 106 total bus movements).

These transit vehicles collectively provide a transit capacity of approximately 38,000 person trips to/from the area during a weekday peak hour (19,000 on the rail and 19,000 on the bus system), and 13,500 person trips during the Saturday evening peak hour (8,000 on the rail and 5,500 on the bus system).

During the PM peak hour, the 695 transit trips generated by the project would comprise about 2% of the total transit capacity serving the area. During the Saturday evening peak hour, the 575 transit trips generated by the project would comprise about 4% of the transit capacity serving the area.

It is concluded from this analysis that the proposed project would not significantly impact the transit system serving the area. The transit trips would in fact be beneficial because they would provide revenue riders using the extensive transit service provided to the area, and would reduce the number of automobile trips and traffic impacts on the roadway system.

CMP Trip Credit/Debit Analysis

This section to follow, following finalization of mitigation analysis.