

6 Alternatives

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the project that could feasibly achieve similar objectives, as stated in Section 2, *Project Description*, and shown below.

- Achieve the vision of the City’s General Plan Mobility Element to plan, maintain, and operate mobility systems consistent with the principles of complete streets, active living, and sustainable community design.
- Implement Backbone Next Step Facilities of the Bicycle Master Plan Update (approved February 2017) to create bike lanes on Alamitos Avenue from Ocean Boulevard to 10th Street.
- Reduce vehicle miles traveled by creating a system of complete streets that supports and encourages all mobility users.

This analysis considers three alternatives, including the CEQA-required “no project” alternative. This section also identifies the Environmentally Superior Alternative. The following alternatives are evaluated in this EIR:

- Alternative 1: No Project
- Alternative 2: Additional Through-Lane Lane, Northbound
- Alternative 3: Additional Through-Lane, Southbound

The potential environmental impacts for each alternative are analyzed in Sections 6.1 through 6.3. Table 13 provides a summary of the characteristics of the proposed project and each of the alternatives considered. A more detailed description of the alternatives is included in the impact analysis for each alternative.

Table 13 Project Alternative Comparison

Feature	Proposed Project	Alternative 1: No Project	Alternative 2: Additional Lane, Northbound	Alternative 3: Additional Lane, Southbound
Bike Lane	6 to 8 feet	None	4 feet	4 feet
On-Street Parking ¹	Allowed in both directions	Allowed in both directions	Allowed in southbound direction	Allowed in northbound direction
Number of through-lanes	1 Northbound lane 1 Southbound lane	2 Northbound lanes 2 Southbound lanes	2 Northbound lanes 1 Southbound lane	1 Northbound lane 2 Southbound lanes

¹On-street parking restricted in certain sections

6.1 Alternative 1: No Project

This alternative assumes that the proposed project would not be implemented and Alamitos Avenue would remain in its current condition. It assumes that there would be two through-lanes in each direction and no bike lane on the roadway. On-street parking would continue to be allowed in both directions, however it would remain restricted in certain sections and during certain times.

No change in environmental conditions would occur under this alternative because no development would occur and site conditions would not change. Existing traffic conditions would continue to operate at an acceptable LOS D or better. This alternative would avoid the proposed project’s significant and unavoidable impacts to LOS at three intersections under Existing Plus Project conditions and five intersections under 2020 Cumulative Plus Project conditions (ICU method of analysis).

Overall, this alternative’s impacts would be less than those of the proposed project. However, this alternative would not fulfill project objectives. Specifically, this alternative would not achieve the General Plan Mobility Element’s vision for complete streets and would not implement a Backbone Next Step Facility of the Bicycle Master Plan Update. This alternative would also fail to reduce VMT because it wouldn’t create a system of complete streets that supports all mobility users and encourages bicycling and walking.

6.2 Alternative 2: Additional Lane, Northbound

This alternative assumes that on-street parking would be removed in the northbound direction. In addition, the bike lane in the northbound direction would be reduced to four feet, the minimum width allowed. An additional through-lane would be added in the northbound direction in place of on-street parking and reduced bike lane width. Where a right turn pocket exists, this lane would replace the pocket with a through-lane, including a right turn option. There would be two through-lanes in the northbound direction and one through-lane in the southbound direction.

Under Existing Plus Project Conditions, Alternative 2 would improve traffic flow during the PM peak hour at the following intersections based on the ICU method of analysis:

- Intersection #4. Alamitos Avenue at 4th Street
- Intersection #6. Alamitos Avenue at Broadway

Although Alternative 2 would improve traffic flow in comparison to the project under Existing conditions, impacts would remain significant and unavoidable because LOS at the intersection of Alamitos Avenue and 7th Street would continue to have unacceptable LOS during the PM peak hour. There is no feasible mitigation to address this impact.

Under the Year 2020 Cumulative Plus Project condition, Alternative 2 would improve traffic flow during the PM peak hour at the following intersections based on the ICU method of analysis:

- Intersection #3. Alamitos Avenue at 5th Street
- Intersection #4. Alamitos Avenue at 4th Street
- Intersection #5. Alamitos Avenue at 3rd Street
- Intersection #6. Alamitos Avenue at Broadway
- Intersection #7. Alamitos Avenue at 1st Street

Although Alternative 2 would improve traffic flow in comparison to the project under Year 2020 Cumulative conditions, impacts would remain significant and unavoidable because LOS at the intersections of Alamos Avenue and 7th Street, Alamos Avenue at 6th Street, Alamos Avenue at 4th Street, and Alamos Avenue at 3rd Street would continue to have unacceptable LOS during the AM or PM peak hour. As with the project, there is no feasible mitigation to address this impact.

Traffic queuing under Alternative 2 would increase in length for right turn movements, but would have no effect on left turn movements. The replacement of the right turn pocket with a through-lane would increase potential conflict with bicyclists because it would place vehicles moving at a faster speed closer to bicyclists.

Overall, this alternative’s impacts would be less than those of the proposed project. However, similar to the proposed project, impacts would remain significant and unavoidable. Lastly, this alternative would involve the addition of a northbound through-lane and reduction of the northbound bicycle lane and would meet the project objectives to a proportionally lesser degree than the proposed project. This alternative would also reduce parking on Alamos Avenue

6.3 Alternative 3: Additional Lane, Southbound

This alternative assumes that on-street parking would be removed in the southbound direction. In addition, the bike lane in the southbound direction would be reduced to four feet, the minimum width allowed. An additional through-lane would be added in the southbound direction in place of on-street parking and reduced bike lane width. Where a right turn pocket exists, this lane would replace the pocket with a through-lane, including a right turn option. There would be two through-lanes in the southbound direction and one through-lane in the northbound direction.

Under Existing Plus Project Conditions, Alternative 3 would improve traffic flow during the AM peak hour at the following intersections based on the ICU method of analysis:

- Intersection #1. Alamos Avenue at 7th Street
- Intersection #4. Alamos Avenue at 4th Street
- Intersection #6. Alamos Avenue at Broadway

Although Alternative 3 would improve traffic flow in comparison to the project under Existing conditions, impacts would remain significant and unavoidable because LOS at the intersections of Alamos Avenue and 7th Street, Alamos Avenue and 4th Street, and Alamos Avenue and Broadway would continue to have unacceptable LOS during the PM peak hour. There is no feasible mitigation to address this impact.

Under the Year 2020 Cumulative Plus Project condition, Alternative 3 would improve traffic flow during the AM peak hour at the following intersections based on the ICU method of analysis:

- Intersection #1. Alamos Avenue at 7th Street
- Intersection #2. Alamos Avenue at 6th Street
- Intersection #3. Alamos Avenue at 5th Street
- Intersection #5. Alamos Avenue at 3rd Street
- Intersection #7. Alamos Avenue at 1st Street

Alternative 3 would also improve traffic flow during the PM peak hour at the intersection of Alamos Avenue at 6th Street.

Although Alternative 3 would improve traffic flow in comparison to the project under Year 2020 Cumulative conditions, impacts would remain significant and unavoidable because LOS at the intersections of Alamitos Avenue and 7th Street, Alamitos Avenue and 4th Street, Alamitos Avenue at 3rd Street, and Alamitos Avenue at Broadway would continue to have unacceptable LOS during the AM or PM peak hour. As with the project, there is no feasible mitigation to address this impact.

Traffic queuing under Alternative 3 would increase in length for right turn movements, but would have no effect on left turn movements. The replacement of the right turn pocket with a through-lane would increase potential conflict with bicyclists because it would place vehicles moving at a faster speed closer to bicyclists.

Overall, this alternative’s impacts would be less than those of the proposed project. However, similar to the proposed project, impacts would remain significant and unavoidable. Lastly, this alternative would involve the addition of a southbound through-lane and reduction of the southbound bicycle lane and would meet the project objectives to a proportionally lesser degree than the proposed project. This alternative would also reduce parking on Alamitos Avenue.

6.4 Environmentally Superior Alternative

The environmental analysis contained in the EIR determined that the proposed project would result in significant and unavoidable environmental impacts related to transportation. The No Project Alternative would avoid the project’s significant and unavoidable impacts related to traffic, as it would have no environmental impact. However, this alternative would not meet any of the project objectives described in Section 2, *Project Description*, because it would not carry out the proposed project, meet the goals of the City’s General Plan Mobility Element and Bicycle Master Plan, or reduce VMT.

Of the remaining two alternatives, Alternative 2 and Alternative 3 would both meet the objectives of the project because they would allow for bike lanes and would reduce vehicle miles traveled. Under the Existing Plus Project condition, Alternative 2 would reduce impacts at two intersections, while Alternative 3 would reduce impacts at three intersections. For both alternatives, traffic flow would improve at intersections as compared to the proposed project; however, traffic flow would remain at an unacceptable LOS for the intersection of Alamitos Avenue and 7th Street during the PM peak hour. For the Year 2020 Cumulative condition, Alternatives 2 and 3 would both reduce impacts at five intersections; however, where Alternative 2 would reduce significant impacts at Alamitos Avenue at Broadway during the PM peak hour, Alternative 3 would reduce significant impacts at Alamitos Avenue at 6th Street during the PM peak hour. Because Alternative 3 would reduce impacts at more intersections under the Existing Plus Project condition than Alternative 2, it is the environmentally superior alternative. However, Alternative 3 would involve the addition of a southbound through-lane and reduction of the southbound bicycle lane and would meet the project objectives to a proportionally lesser degree than the proposed project.