

Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Alamitos Avenue “Complete Streets” Improvements Project (project). This section summarizes the characteristics of the project, alternatives to the project, and the environmental impacts and mitigation measures associated with the project.

Project Synopsis

Project Sponsor

City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802

Lead Agency Contact Person

Christopher Koontz
Planning Bureau, Development Services Department
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6288

Project Description

The following is a summary of the full project description, which can be found in Section 2.0, *Project Description*. The proposed project involves a modification to Alamitos Avenue between 7th Street and Ocean Boulevard to a two-lane divided roadway with on-street bike lanes that would match the roadway section north of 7th Street. North of 7th Street, Alamitos Avenue has been restriped to provide a two-lane, divided roadway, separated by a two-way left-turn, with on-street parking and on-street bike lanes, as well as a buffer to separate bicycle traffic from vehicular traffic. Currently, most of the project site provides two-lanes in each direction separated by a two-way left-turn lane; south of 3rd Street, only one southbound through lane is provided to just past Broadway. Before restriping activities, the project would remove and recycle existing asphalt within the project site and resurface the roadway. The project site is approximately 3,400 feet of road length and 4.7 acres.

Project Objectives

- 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.

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following three alternatives. Based on the alternatives analysis, Alternative 3 was determined to be the environmentally superior alternative.

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

Summary of Impacts and Mitigation Measures

Table 1 includes a brief description of the identified potential environmental impacts that would result from the proposed project, proposed mitigation measures to reduce those impacts, and residual impacts after implementation of mitigation. Significant, unavoidable adverse impacts require a statement of overriding considerations to be issued per section 15093 of the CEQA Guidelines if the project is to be approved. Significant but mitigable impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under section 15091 of the State CEQA Guidelines.

Table 1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Transportation and Traffic		
<p>Impact T-1 The project would restrict travel lanes, thereby reducing capacity for vehicle traffic and slowing traffic flow at intersections along Alamitos Avenue. Under the ICU method of analysis, the project would result in exceedances of the city’s LOS standard at three of nine study intersections. Under the HCM method of analysis, the project would not result in exceedances of the city’s LOS standard at any of the nine study intersections. Furthermore, the project would decrease the overall MMLOS of this segment of Alamitos Avenue; however, although the mobility of the motorist would be reduced, the mobility of the bicyclist would be improved. Nonetheless, because the project would result in exceedances of the city’s LOS standards using the ICU method of analysis, impacts would be significant and unavoidable.</p>	<p>No feasible mitigation measures are available</p>	<p>Significant and Unavoidable</p>
<p>Impact T-2 The project would replace a Class III bike route with a Class IV directional separated bikeway that would provide a designated lane for bike use and reduce conflicts between bicyclists and vehicles. Impacts would be beneficial.</p>	<p>None required</p>	<p>Beneficial</p>