

TABLE 6-2. ABILITY OF PROJECT ALTERNATIVES TO MEET PROJECT OBJECTIVES

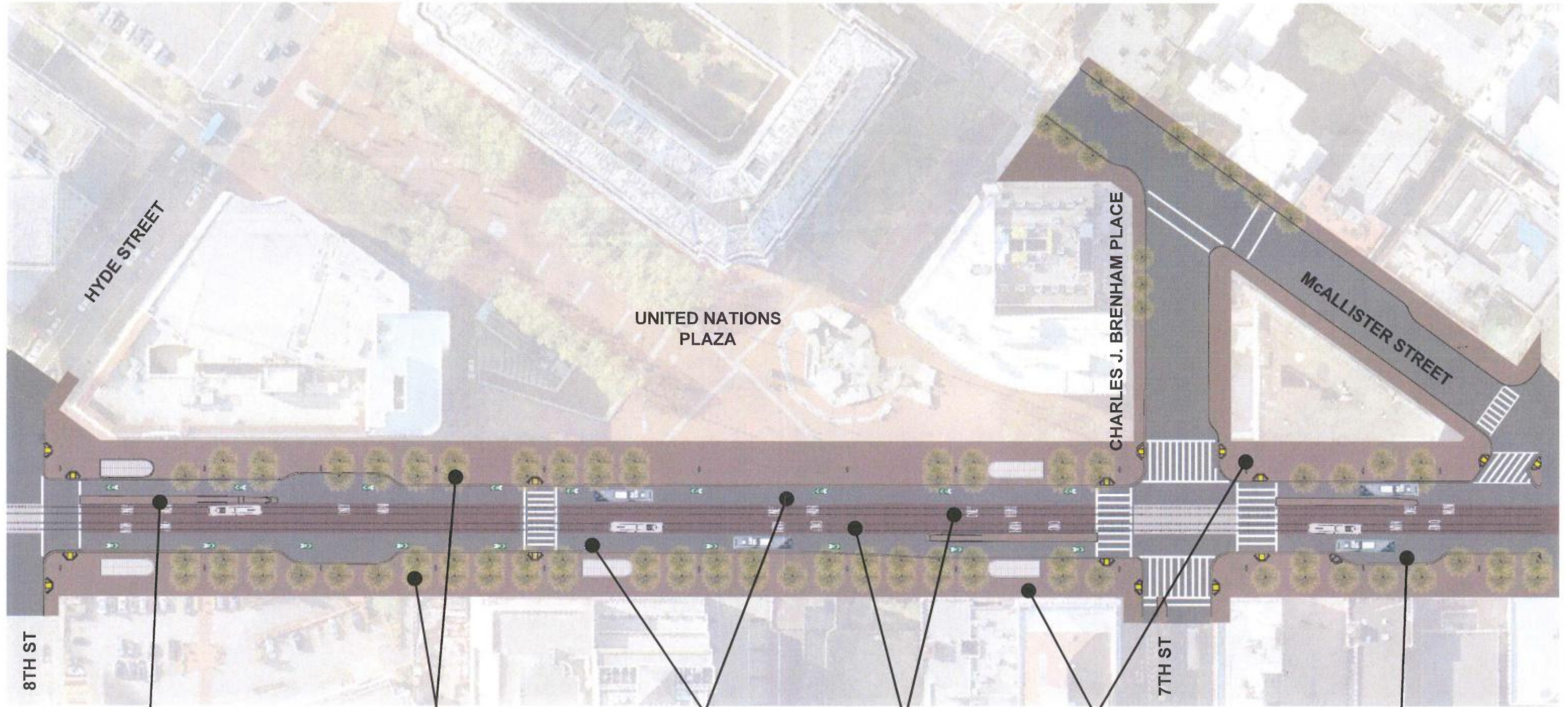
	Alternative A: No-Project Alternative	Alternative B: Full Preservation Alternative	Alternative C: Partial Preservation Alternative 1	Alternative D: Partial Preservation Alternative 2	Alternative E: Core Elements Alternative
Project Objectives	Would the alternative meet this objective?				
<b>Place</b>					
Provide an accessible sidewalk that identifies Market Street as one of the city's pre-eminent ceremonial streets.*	No	No	Yes	Partially	Yes
Correct the barriers that Market Street's existing design poses to accessibility, its lack of accommodation for bicycles, its problems arising from wide paved areas without any dedicated use, and its arboricultural deficiencies.	No	No	Yes	Partially	Yes
Maximize the reuse of underutilized street space to encourage the activation of public spaces.	Partially	Partially	Yes	Yes	Yes
Use high-quality materials fitting for the city's pre-eminent ceremonial street.	No	No	Yes	Partially	Yes
<b>Mobility</b>					
Provide facilities that reduce the number of traffic fatalities, collisions, and severe injuries to the extent feasible.*	No	Partially	Yes	Partially	Yes

	<b>Alternative A: No-Project Alternative</b>	<b>Alternative B: Full Preservation Alternative</b>	<b>Alternative C: Partial Preservation Alternative 1</b>	<b>Alternative D: Partial Preservation Alternative 2</b>	<b>Alternative E: Core Elements Alternative</b>
<b>Project Objectives</b>	<b>Would the alternative meet this objective?</b>				
Provide a bicycle facility that is designed to reduce the number of collisions involving bicycles, as much as feasible, from Steuart Street to Octavia Boulevard.*	No	No	Yes	Partially	Yes
Reduce conflicts between transit, taxis, paratransit, commercial vehicles, private vehicles, bicyclists, and pedestrians to the extent feasible.*	No	Partially	Yes	Partially	Yes
Provide an appropriate pedestrian throughway and improve (i.e., reduce) crossing distances.	No	No	Yes	Partially	Yes
Optimize the surface public transit system's capacity and travel times in the project corridor and vicinity.*	No	Partially	Yes	Partially	Yes
Replace infrastructure when nearing the end of its useful life on this section of Market Street to keep people, goods, and City services moving.*	No	Partially	Yes	Partially	Partially

	<b>Alternative A: No-Project Alternative</b>	<b>Alternative B: Full Preservation Alternative</b>	<b>Alternative C: Partial Preservation Alternative 1</b>	<b>Alternative D: Partial Preservation Alternative 2</b>	<b>Alternative E: Core Elements Alternative</b>
<b>Project Objectives</b>	<b>Would the alternative meet this objective?</b>				
<b>Economic Development</b>					
Integrate transportation improvements with the Mid-Market revitalization planning effort to improve the economic health and productivity of Market Street.*	No	Partially	Yes	Partially	Partially
Provide commercial loading zones that do not impede or introduce new barriers to the movement of goods and people along Market Street.	No	Partially	Yes	Partially	Yes
Support planned housing and job growth in the project corridor, consistent with adopted land-use plans.	No	Partially	Yes	Partially	No

Source: ICF 2019

Asterisks (\*) indicate basic project objectives.



CENTER TRANSIT BOARDING ISLAND  
(Same width as existing)

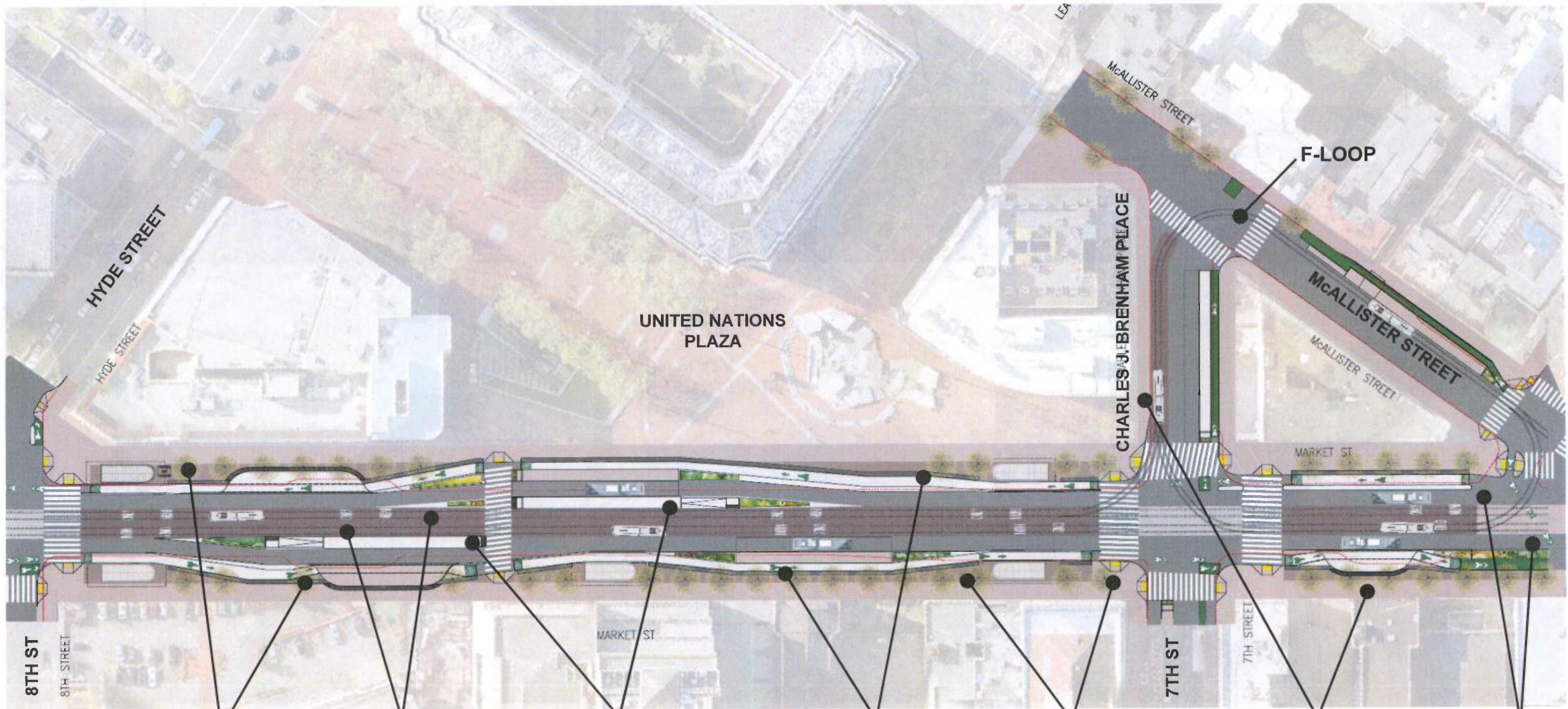
REPLANTED PLATANUS MONOCULTURE

TRAVEL LANE/BIKE SHARROW

MUNI-ONLY LANES

SIDEWALK  
(Existing brick to remain)

LOADING ZONE



**REPLACEMENT OF PLATANUS MONOCULTURE WITH TREES OF SIMILAR HEIGHT AND CANOPY SPREAD**

**MUNI-ONLY LANES**

**CENTER TRANSIT BOARDING ISLAND (Widened, lengthened)**

**SIDEWALK LEVEL BIKEWAY**

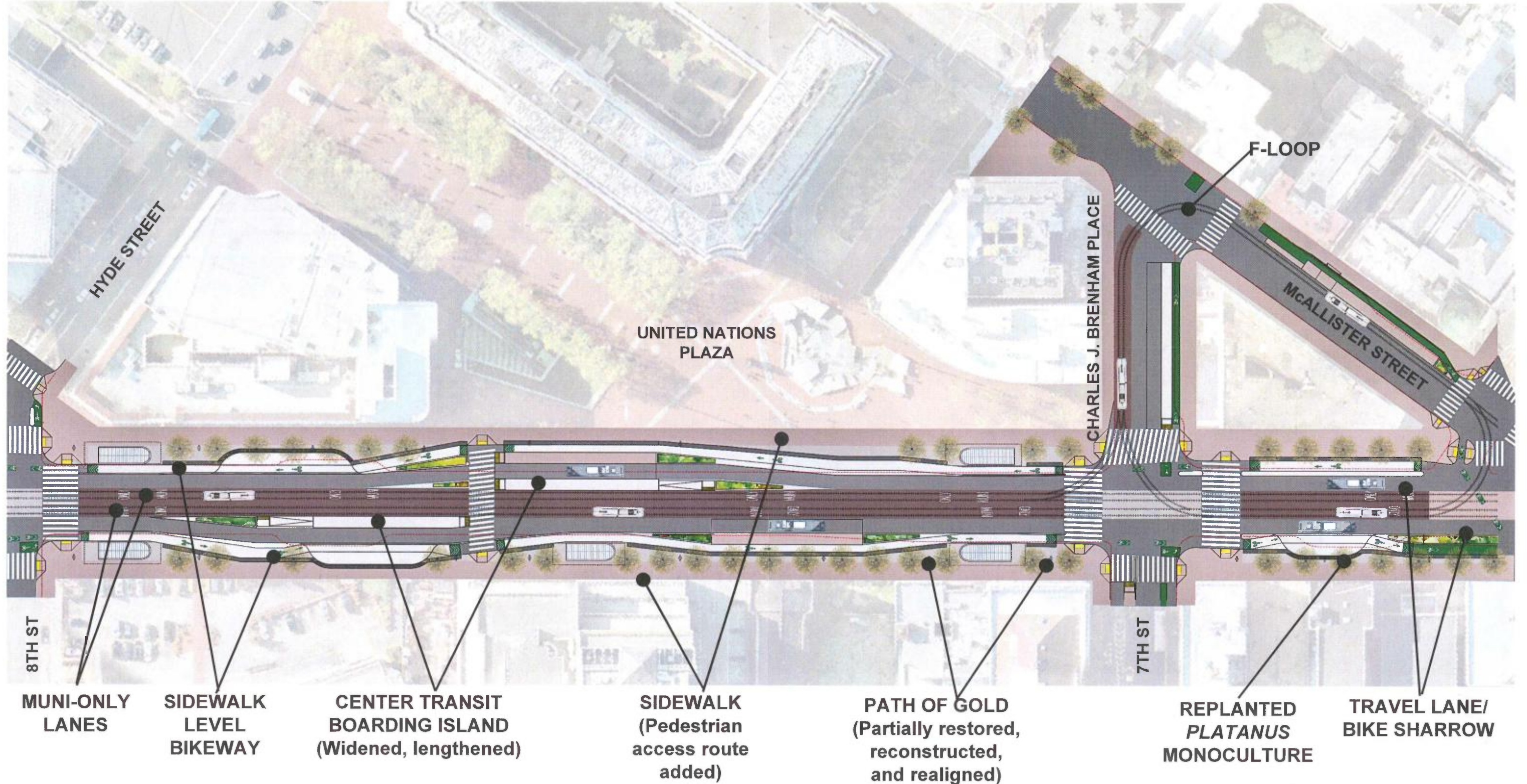
**PATH OF GOLD (Partially restored, reconstructed, and realigned)**

**SIDEWALKS (Existing red brick replaced with accessible paving material)**

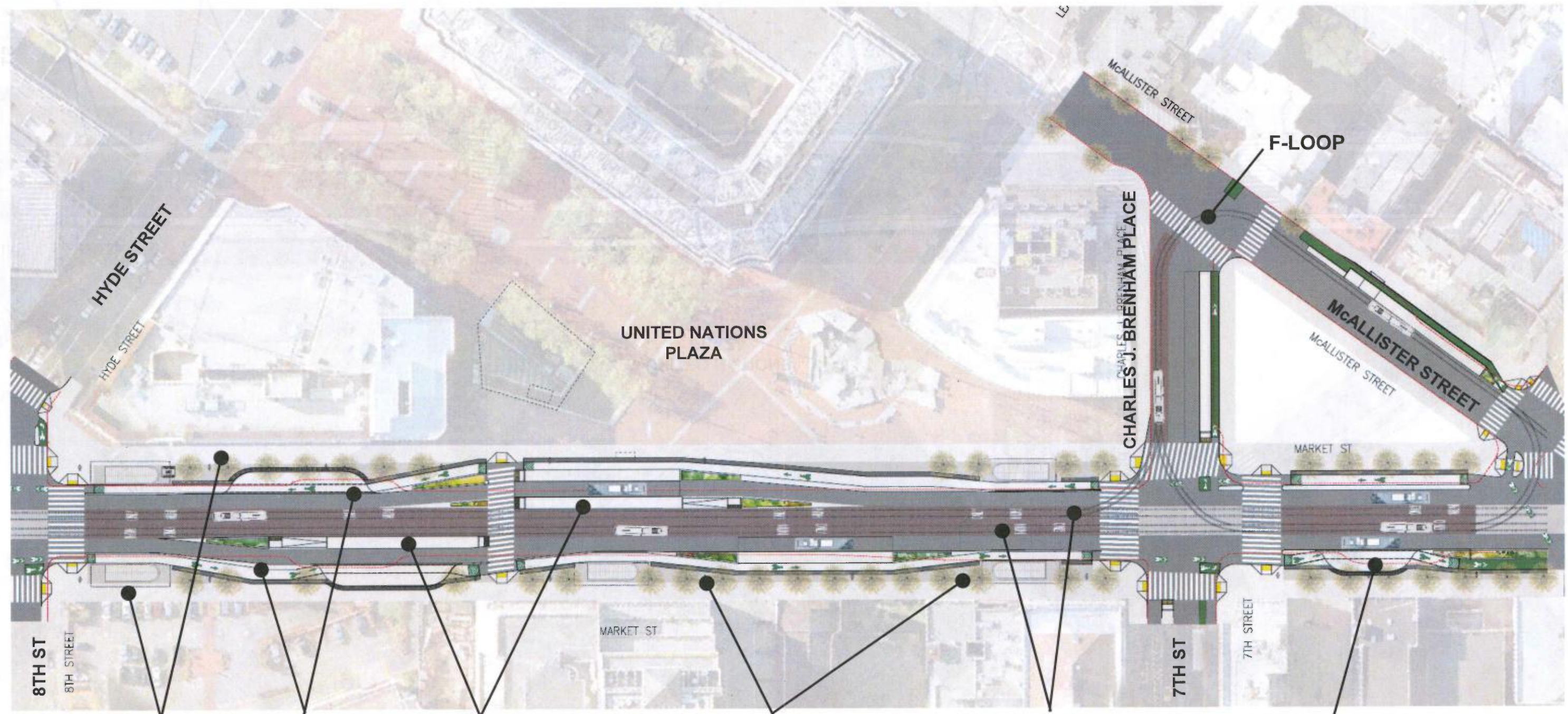
**SHARED LANES**

**Partial Preservation Alternative 1 (Entire Corridor)**

Note: This figure only shows blocks of Market Street that would change under this alternative. Refer to Environmental Impacts Document Section C in Chapter 6, Alternatives, for a detailed description of this alternative.



Partial Preservation Alternative 2 (Transit Stop Modifications)



- SIDEWALK (with accessible paving material)**
- SIDEWALK LEVEL BIKEWAY**
- CENTER TRANSIT BOARDING ISLAND (Widened, lengthened)**
- PATH OF GOLD (Partially restored, reconstructed, and realigned)**
- MUNI-ONLY LANES**
- LOADING ZONE**

Proposed Design