

CHAPTER TWO

PROJECT ALTERNATIVES

The San Francisco County Transportation Authority (the Authority) and the Federal Highway Administration (FHWA) are proposing to improve safety along Doyle Drive, the south access to the Golden Gate Bridge, located in the Presidio of San Francisco (the Presidio). Working with the California Department of Transportation (Caltrans), the Authority prepared this *Final Environmental Impact Statement/Report* (FEIS/R) pursuant to the *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA) for the proposed improvement of the South Access to the Golden Gate Bridge - Doyle Drive Project. This chapter describes the proposed action and the design alternatives that were developed by a multi-disciplinary team to achieve the project's purpose and need while avoiding or minimizing environmental impacts. The alternatives range from a replace and widen configuration to a parkway design. In addition, a No-Build Alternative is also considered.

2.1 Project Area

Doyle Drive is 2.4 kilometers (1.5 miles) long and is the southern approach of Route 101 to the Golden Gate Bridge. Built in 1936, Doyle Drive is a critical link for traveling to and from the San Francisco Peninsula and the North Bay. The Doyle Drive Project extends, on the west, from the Golden Gate Bridge Toll Plaza to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue and Marina Boulevard. The project area was established to encompass the extent of potential project alternatives.

On the eastern end of the project area, access to Doyle Drive is provided via two approaches: one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. Access is also provided where Veterans Boulevard (Route 1) connects to Doyle Drive - approximately 1.6 kilometers (one mile) west of the Marina Boulevard approach (see **Exhibit 2-1** on the following page).

2.2 Alternatives Development Process

In early 2000, the project team met with elected officials, planning and engineering staff, and community residents to discuss potential project alternatives and access options. Additionally, scoping meetings, open houses, and small community meetings were included in the alternatives development process (see Chapter 6 regarding public agency and Native American Tribal involvement for this environmental process). As a result of these meetings, screening criteria were developed to help evaluate alternatives and access options, based on the project's purpose and need.