

Agenda

Doyle Drive Environmental and Design Study
Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting

June 22, 2006, 5:00 – 7:00 pm
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor, San Francisco, CA 94102
(See back for transit information)

1. CALL TO ORDER AND AGENDA REVIEW	Lee Saage	5:00 to 5:05
2. REVIEW PROJECT PURPOSE AND NEED	Lee Saage	5:05 to 5:10
3. SUMMARY OF PREFERRED ALTERNATIVE SELECTION PROCESS	Kay Wilson	5:10 to 5:30
4. OVERVIEW OF PUBLIC INPUT	Gary Kennerley	5:30 to 5:45
5. KEY ISSUES RAISED AND EVOLUTION OF ALTERNATIVE 5	Gary Kennerley, Michael Painter and Joe Story	5:45 to 6:30
6. INTRODUCE DECISION PROCESS	Molly Graham	6:30 to 6:45
7. PUBLIC COMMENT	Lee Saage	6:45 to 6:55
8. ADJOURNMENT	Lee Saage	6:55 to 7:00

NEXT MEETING: JULY 18, 2006 @ 5:00

SUBCOMMITTEE MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT LAUREN KARP FROM CIRCLEPOINT AT (415) 227-1100 EXTENSION 111.

This meeting location is wheelchair accessible. In order to allow individuals with environmental illness or multiple chemical sensitivity to attend the meeting, individuals are requested to refrain from wearing perfume or other scented products. All times shown are for information only. Items will be called at the discretion of the Subcommittee.

San Francisco County Transportation Authority Directions on Public Transportation

The San Francisco County Transportation Authority (Authority) is located in downtown San Francisco on the 26th Floor of 100 Van Ness Avenue between Fell Street and Hayes Street.

BART

The closest BART station to the Authority is Civic Center.

All BART trains going into downtown San Francisco stop at Civic Center. From the East Bay (Richmond, Fremont, Pittsburg/Bay Point), take a Colma/Daly City/Millbrae train to the Civic Center station. From Colma/Daly City/Millbrae, take a Richmond, Fremont, or Pittsburg/Bay Point train to the Civic Center station.

MUNI—Light Rail

The closest Muni train station to the Authority is Van Ness.

MUNI Trains stopping at Van Ness

The N line, from Outer Sunset/Inner Sunset and Cole Valley, along Judah.

The J line, from Glen Park, Noe Valley, and the Castro, along Church.

The F line, from Church along Market to Fisherman's Wharf.

The L line, from the San Francisco Zoo and Outer Sunset, along Taraval.

The K line, from Balboa Park and Ingleside.

The M line, from Ocean View.

MUNI—Buses

Buses stopping near Van Ness and Market

The 6 line from 19th and Quintara through the Inner Sunset and then to Haight and Market.

The 7 line from Stanyan and Waller, along Haight and Market.

The 21 line from Hayes and Grove, along Market.

The 47 line from 11th and Howard to North Point, along Van Ness.

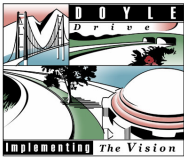
The 49 from City College at Ocean and Phelan, along Mission and Van Ness, to North Point.

The 66 from Vincente and 30th, along Vincente, transfer at 9th Ave and take N-line along Judah

The 71 from Ortega and 48th, along Noreiga, Lincoln, and Haight.

Note: The 30 line runs from Beach and Broderick, along Divisadero and Chestnut to Van Ness. Riders can transfer at this point to the 47 or 49 running down Van Ness.

For more information on specific lines and routes, check www.bart.org and www.transitinfo.org or call BART at 415-989-2278 or MUNI at 415-923-6336.



Doyle Drive Environmental and Design Study

Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #15

DRAFT Meeting Summary

date of meeting: 11/29/05

location: San Francisco County Transportation Authority

subject: Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting

attendees:

Doyle Drive Subcommittee Attendees:

Michael Alexander
Rich Coffin
Max DelleSedie
Paul A. Epstein
Becky Evans
Tony Imhof
Ronald Mulcare
Norman Rolfe
Jackie Sachs
Patricia Vaughey

San Francisco County Transportation Authority

Lee Saage

Other Participants

Emeric Kalman, GWPNA

Arup

Michael Kaye

MPA Design

Michael Painter

Doyle Drive Subcommittee Absentees:

William Alich
Janette Barroca
Lindy Beasley
Gene DeMartini
Gloria Fontanello
Vera Gates
Joan Marie Girardot
Redmond Kernan
Michael Marston
James Maxwell
Fred Rodriguez
Kate Sears

Parsons Brinckerhoff

Gary Kennerley

CirclePoint

Molly Graham
Lauren Karp

summary:

I. Meeting Purpose/Agenda Review

Lee Saage reviewed the meeting agenda and purpose.

II. Update on the Public Outreach for the Release of the Environmental Document

Agency Comment Resolution Workshop

Gary Kennerley, Parsons Brinckerhoff, provided an update on the Agency Comment Resolution Workshop. He explained that a previous version of the Draft Environmental Impact Statement/Report (DEIS/R) was reviewed and commented upon by involved Agencies including Presidio Trust, National Park Service, Veterans Administration, Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), Golden Gate Bridge Highway and Transportation District (GGBHTD), Department of Recreation and Park (Rec and Park), and the San Francisco County Transportation Authority (the Authority). The Agencies submitted a total of 840 comments, of which 600 were helpful for improving the document and 240 required further clarification. The Agency Comment Resolution Workshop was arranged to discuss and work through the 240 comments. Over the course of the three-

day workshop, Agency decision makers were able to resolve all the comments. A new version of the DEIS/R incorporating the agreed comment responses has been completed. Caltrans is conducting a final review of the updated DEIS/R before sending it to FHWA for approval. Gary stated that the DEIS/R is on schedule to be circulated to the public by the end of the year.

Norman Rolfe, San Francisco Tomorrow, inquired if the document was still open to changes regarding lane-width reductions. Lee Saage, the Authority, clarified that final configuration of the project is still open, however the geometry of the project is fairly fixed in terms of how it will be presented to the public in the DEIS/R. Lee stated that part of the purpose of the DEIS/R is to solicit public comment, and he expects to receive comments about shoulder width. Lee noted that the DEIS/R will undergo further revisions after public comments are received.

Jackie Sachs, San Francisco County Transportation Authority Citizen's Advisory Committee, inquired if removable barriers were discussed at the Agency Comment Resolution Workshop. Lee commented that GGBHTD sought assurance that the Doyle Drive Project would not preclude the future possibility of a barrier.

III. Funding Plan Update

The DEIR/S will include an update on cost estimates for all alternatives based on cost information from the Department of Transportation, which is the most accurate and recent data available. Costs have increased substantially, an average of 70%, since initial estimates in 2001. The increase is mostly due to price escalations in construction materials including steel, cement, and fuel. Funding needs are based on Alternative 5: Presidio Parkway with Diamond Option, which is an alternative that is reasonably likely to be selected. In general, the ratio of cost between projects is being maintained. Funding is expected to come from State and Federal sources, as well as local sources such as GGBHTD.

Norm Rolfe inquired if project funding has been issued. Lee clarified that all funding has been committed for the next phase, which is the design phase of the project. Complete project funding will not be committed until just prior to the construction phase. Lee explained that this is normal procedure for a project of this magnitude. Norman inquired why protocol varies between projects, specifically referencing the Transbay project. Lee commented that he is not involved in the Transbay project and cannot comment on it specifically, but he noted that the Transbay Project, unlike the Doyle Drive Project, proposes to expend substantial amounts capital to buy right-away. Additionally, the Doyle Drive Project has a funding plan that details the sources and amounts of all the funding.

Rich Coffin, San Francisco Bicycle Coalition, requested clarification about funding sources. Michael Alexander, SPUR, stated that the State government, the federal government, and local sources would each provide approximately one-third of project funding. Lee elaborated that the local share has decreased slightly and is presently closer to 30%. Lee noted that contributions from Proposition K have escalated, and an additional \$85 million of funding is expected to come from a combination of GGBHTD, congestion pricing, and other sources. Tables detailing funding information are being included in the environmental document and any further questions can be directed to Lee.

IV. Update on Public Outreach for the Release of the Draft Environmental Document

Public Comment

Molly Graham, CirclePoint, provided an update on plans for outreach activities. The release of the DEIS/R will occur at the end of December. Members of the Subcommittee will receive

hard copies of the DEIS/R, CD copies of the DEIS/R, and a copy of the Citizens' Guide, which provides an overview of the project and the DEIS/R. An official public comment period will run through March 1, 2006, which will be slightly longer than sixty-days. Molly noted that all comments should be made on the contents of the DEIS/R and not on the Citizens' Guide. The same materials are being provided to Agencies and can be obtained via written request, the project website, the project email address, or by calling the Authority. Molly noted that the project team is encouraging people to request the DEIS/R in its CD format to conserve resources.

Molly noted that all comments received would be replied to in the Final Environmental Impact Statement/Report (FEIR/S). Max DelleSedie, Cow Hollow Neighbors in Action, requested clarification about the comment response process. Lee Saage explained that at the end of the public comment period all of the comments are collected and organized into a database that summarizes and categorizes the comments. This information is then transferred and used by decision-makers to select a preferred alternative. Lee noted that the Subcommittee would be involved in the comment review and decision making process. Lee explained that every comment received will be included in the FEIR/S with an appropriate response. The comments provide instruction on the next steps of the project.

Michael Alexander commented that the DEIS/R does not include all of the project refinements that have been recently developed. He inquired if the public will be informed about the refinements and how they will be able to make comments on the refinements. Lee Saage replied that the alternatives described in the document are the alternatives for which the project team is seeking comments. Many of the design refinements have not yet been advanced in engineering or evaluated in detail and are not appropriate to be presented for public comment. Lee explained that the public is encouraged to ask questions at the public hearing and make suggestions. All issues raised during the public review process will be considered and, in some manner, incorporated into the FEIR/S. Design concepts that endure the public review process will be incorporated in the FEIR/S in detail.

Public Hearings

Molly Graham stated that a series of two public hearings are being tentatively planned for Wednesday, January 18, 2006 and Wednesday, February 15, 2006, at the Golden Gate Club in the Presidio. The meetings are spaced a month apart to allow adequate time to review the document. The first meeting will serve as an educational opportunity, and the second meeting will occur at the end of the comment period, once people have had more time to read and analyze the document. Molly stated that a court reporter will be present at both of the meetings to officially record verbal comments. The second meeting was originally scheduled for Thursday, February 16, 2006, but it was moved to Wednesday due to the President's Day holiday. Molly explained that dates and locations for the public hearings are currently tentative, because it is important that the Subcommittee provide input.

Michael Alexander asked what time the meetings would occur. Molly replied the meetings are expected to occur between 6:00 – 8:00 pm. Patricia Vaughey requested that the time be extended to 9:00 pm to accommodate people who work. Molly noted the suggestion.

Lee Saage inquired if there were issues with having both meetings on Wednesday nights. Patricia Vaughey inquired if one of the meetings could occur on a Monday evening. Molly explained that Monday tends to be a less convenient night in general, because it follows the weekend. Molly inquired if any of the subcommittee groups had standing meetings on the third Wednesday of the month. No conflicts were mentioned.

Norman Rolfe stated that one of the meetings should occur at a more transit accessible site and recommended the auditorium at the State Building. Lee mentioned the possibility of providing additional Presidio shuttles on the night of the meetings. Patricia Vaughey commented that additional shuttle has been provided for previous meetings and worked well.

Molly Graham stated that alternative locations would be considered and additional Presidio shuttles would be provided on the nights of the meetings. Lee Saage confirmed that one of the meetings could be held at a more transit-oriented location.

Stakeholder Outreach

Molly explained that the project team has been and will continue to conduct individual and group briefings. She noted that the project team is available to do an informational project briefing for any of the groups represented by the subcommittee. Gary Kennerley, Parsons Brinckerhoff, elaborated that the meetings typically include a summary presentation and question and answer period, and content can be tailored to meet the interests of specific groups.

V. Detailed Design Discussion

Lee Saage introduced the topic of design issues. Gary Kennerley gave a PowerPoint presentation on project options. He noted that Michael Painter, MPA Design, was available to answer questions regarding design.

Max DelleSedie asked for clarification about the No Build Alternative. Lee explained that the No Build Alternative entails scheduled maintenance and is a short-term measure that does not meet seismic standards.

Michael Alexander inquired why inside traffic barriers are necessary for Alternative 5: Presidio Parkway, which features an extensively landscaped median. Gary explained that barriers are needed for safety purposes to ensure that traffic does not cross the median. There are a variety of styles for the barriers, for example they could mimic stone walls or be covered by vegetation. Gary noted that safety regulations are detailed to the extent that trees trunks with diameters exceeding four inches need to have protective barriers. Michael Alexander commented that it is important to remember that this roadway is in the setting and context of a National Park, and he inquired if trees could be bermed. Lee confirmed that tree could be bermed. Patricia Vaughney expressed support for the traffic barriers, because they are essential in preventing vehicles from crossing the median into oncoming traffic.

Rich Coffin inquired about noise levels. Gary replied that the continuous nature of the deck for the new structures will significantly reduce noise, because vehicles will not clatter as they pass over joints. Paul Epstein, Planning Association for the Richmond, commented that FHWA has noise standards for highways. Lee confirmed that there are FHWA noise guidelines and that the project would actually decrease the current level of noise. Detailed information regarding noise will be included in the environmental document. Michael Alexander inquired if rubberized asphalt would be included to reduce noise. Lee replied that concrete will be used, and it not clear if rubberized concrete has a long-term effect on noise.

Paul Epstein inquired if a transit hub is still planned and where would it be located. Gary explained that transit stops and transfers will be concentrated into a hub that will be on the main roadway and Golden Gate Transit will participate. Signalized crossings will allow pedestrians to access the transit hubs.

Max DelleSedie inquired if the Crissy Field slip ramp could be used to avoid the Diamond and Circle Drive Options. Lee replied that the location of Doyle Drive changes slightly and the Crissy Field slip ramp could not be used in its current location. He continued to explain that the ramp was originally intended as a temporary structure and will not be allowed to remain permanently. Max replied that traffic circulation problems are caused by tour buses that stop on the corner of Lyon and Bay Streets to let passengers on and off. The tour buses will not be easily redirected from this corner, because the roadway provides a particular view that tourists want to see. Lee inquired if there were any suggestions to avoid this issue. Patricia

Vaughey replied that suggestions would be presented at the December 8, 2005 meeting with the Marina and Cow Hollow neighborhood groups.

Rich Coffin expressed concern about pedestrian safety when crossing the diagonal intersection at Richardson. Gary clarified that the intersection will be perpendicular and not diagonal. Patricia Vaughey commented that red-light-runners are an issue and pedestrian safety needs to be considered.

Paul Epstein inquired how much of the Park Presidio Interchange is being replaced. Lee replied that the replacement of the viaduct has been considered and will not occur. Paul expressed concern about the seismic safety of the viaduct if it is not replaced up to the McArthur Tunnel. Becky Evans, Sierra Club, commented that this is an arrangement that happened a long time ago. Lee confirmed that this decision had been previously made, and he recommended that Paul submit a formal comment regarding this issue.

Continuing Design

Michael Painter presented information regarding parking and the Circle Drive and Diamond Options. Michael explained that the Mason Street warehouses would provide for additional parking. The warehouses would be bermed and out of view. Additional parking would be provided by a triangular parcel of land in the Presidio. Patricia Vaughey commented that the Presidio is not a guaranteed parking source, and she expressed concern that a decrease in parking capacity could push cars onto neighborhood streets.

Tony Imhoff inquired how many lanes are planned for the Marina connector. Michael Painter replied that two lanes would enter the Marina and one lane would exit the Marina. Tony inquired if the connector could accommodate 25,000 vehicles if the two lanes merged into one lane and then expanded into two lanes at Doyle Drive. Gary Kennerley clarified that the level of service would be maintained or improved.

VI. Public Comment

Emeric Kalman, GWPNA, inquired what improvements will be made to traffic within the City of San Francisco and if there have been any preliminary studies showing improvements to city traffic resulting from this project. Lee Saage explained the purpose of the Subcommittee is to advise on the replacement of Doyle Drive and not city traffic. Emeric commented that before the DEIS/R is released traffic impacts on the City should be studied. Lee clarified that the DEIS/R identifies all impacts within the project area. Emeric requested the inclusion of a terrorism/security study in the DEIS/R. Lee replied that security is being addressed in the DEIS/R.

ACTION ITEM TRACKING CHART

MEETING DATE	ACTION DESCRIPTION	RESPONSIBLE	DATE DUE	DATE COMPLETED
11/29/2005	Identify alternative location for one of the public hearings.	Molly Graham	ASAP	12/6/2005
11/29/2006	Adjust graphic of Alternative 5: Presidio Parkway to represent the intended landscaping and barrier.	PB	Next Meeting	
11/29/2005	Clarify if the level of service for Marina Boulevard will be maintained or improved.	PB	Next Meeting	

Distribution:

- All Subcommittee Members
- Leroy L. Saage
- Jose Luis Moscovich
- Gary Kennerley
- John Karn
- Kay Wilson



To: Citizens' Subcommittee to the Doyle Drive Project

From: Gary Kennerley, PB Project Manager
Katie Eastham, PB Environmental Task Lead

Copy: Lee Saage, SFCTA Doyle Drive Project Manager

Date: June 14, 2006

Project: South Access to the Golden Gate Bridge
Doyle Drive Environmental and Design Project
SFCTA Contract Number: 99/00-7
PB Project Number: 13145B

Subject: Summary of Issues Related from the Public Comments on the DEIS/R

We received a total of 808 comments following the public circulation of the DEIS/R. Of those comments, 335 related to project alternatives and 100 are focused on traffic issues. The remaining comments are distributed amongst the various resource areas. Generally the comments either provide an opinion or request some clarification. The comments suggest only two areas that the analysis in the DEIS/R were insufficient. One area is the lack of traffic operational analysis in the neighborhoods surrounding the project. The second is a request for greater detail on the cultural impacts analysis. Table 1 provides a list of the number of comments by resource area.

No unexpected major issues of concern have been identified. However, ongoing issues that need resolution include:

- Treatment of roadway surface water run-off and proposed connection to SFPUC system.
- Continuing concerns regarding shading and coordination with marsh restoration.
- Agreement on right of way interests with the Presidio Trust.
- The identification of cultural mitigation through the MOA and the assessment of any additional impacts of the mitigation measures.

Below is a summary of the major issues:

Biological Resources

Twelve biological resources comments are repeats of previous comments made on the administrative draft that (for reasons unknown) were never reflected in the publicly circulated DEIS/R. An apology was sent to the Presidio Trust for this oversight and the comments agreed upon at the administrative draft phase will be included in the FEIR/S.



Table 1 – Number of Comments by Resource Area

Subject	Total
Air Quality	12
Animal Species	10
CEQA Evaluation	6
Community Impacts	18
Cultural Resources	43
Cumulative	11
Energy	3
General	41
Geology etc.	3
Hazardous Waste/Materials	1
Hydrology and Floodplains	25
Invasive Species	3
Land Use	13
List of Preparers	1
Natural Communities	16
Noise and Vibration	26
Park and Recreation Facilities	8
Parking	15
Plant Species	19
Project Alternatives	358
Public Involvement	1
Purpose and Need	9
Section 4(f)	9
Summary	6
Threatened and Endangered Species	1
Traffic and Transportation	107
Visual and Aesthetics	13
Water Quality and Storm Water Run-Off	12
Wetlands and Other Waters of the United States	18
TOTAL	808

While work will be needed to prepare the final responses, there does not appear to be any additional new study or survey information needed, with one major exception. GGNRA has restated its position regarding Tennessee Hollow that extensive studies on the effects of different shade levels on both plants and animals be made part of the EIR/S, with a further analysis on how wildlife might use the corridor (Presidio Council requests that this be part of a “metapopulation analysis”).



In anticipation of this concern, the team conducted a Peer Review workshop on March 22, 2006. At the workshop a panel of three wildlife and plant experts not involved in the EIR/S presented their findings and commented on the shading issues and the adequacy of the EIR/S. The outcome of the review was an understanding that the wetlands below the ultimate facility could be designed with consideration for the potential shading issues. Shade tolerate plants could be selected for placement under the structure that would also encourage the wildlife to pass through the corridor. As the Presidio Trust has not started detailed plans for the wetlands development, the Authority offered to put their resources into assisting with the planning of the wetlands as part of the mitigation process rather than expending resources to expand an already sufficient shading study.

After the close of the comment period, the Authority sent a letter to GGNRA and the other stakeholders present at the Peer Review summarizing the discussion that occurred and restating its offer to assist with the wetlands planning as a mitigation measure for the project. No responses to the letter have been received to date.

Noise

Comments received from the Cow Hollow Neighbors in Action suggest that a noise study be conducted for areas beyond the identified construction limits. While this is not likely to change the impacts or the abatement proposed, it is a question that needs to be resolved since the original noise study did not extend beyond the anticipated limits of construction.

Several comments identified buildings where sound insulation might be desirable based on noise from operational levels or construction noise. Those buildings (106, 603 - Crissy Center) will need to be investigated in more detail during the design process to determine if additional abatement in the form of window or door replacement is warranted. No additional study is needed for these areas at this time although coordination with the building owners and tenants would be worthwhile to identify architectural details that might impact the historic resource (106) or the usefulness (Crissy Center) of the buildings. These are details that can be handled as part of the design process but may warrant some discussion in the final EIS.

Air Quality

We will need to obtain information on other sensitive receptors near the construction limits, besides those listed in the EIS/R, such as schools, hospitals, recreation, etc. We also may need to consult with FHWA regarding commitment to additional recommended AQ measures.

Comments were made regarding maintaining standards for PM 10, while references were made to the pending PM 2.5 rule. We will continue to monitor the implementation of regulations for PM 2.5 rule and potential impacts on the project.

Traffic Analysis

The traffic related comments general fall into four categories with the issues of neighborhood cut-through traffic accounting for 75% of the traffic comments:



- Need to include additional neighborhood intersections and streets in the analysis and results to show impacts to surrounding neighborhoods;
- Prepare a detailed Traffic Management Plan;
- Maintain the current balance of traffic volumes between Richardson Ave and Marina Blvd., and;
- Transit operations and improvements

Although the increase in traffic results from population increases anticipated outside of the project's existence, a larger number of intersections will be included in the FEIS/R to identify neighborhood traffic operations. In addition, proposed design refinements to maintain existing traffic distribution will be analyzed.

Storm Water

Comments were received questioning the storm water data report that had not been included with the draft EIS/R. The draft report has been completed and provided to the appropriate agencies for review as well as answer which agency is accountable to monitor the compliance to the plan.

The San Francisco PUC raised concerns that the potential impacts to their facilities had not been addressed and no early consultation with their agency had occurred. The project team did communicate with the SFPUC prior to circulation of the DEIS/R and has since meet with the PUC to coordinate the responses to their concerns.

Cultural Resources

The DEIR/S stated that prior to construction, a complete inventory of the historical buildings would be completed. However, the EPA sited the cultural resources section as having insufficient information and requested that additional information be included in the final EIR/S. Completing the cultural resource studies will require hiring a historian acceptable to the Presidio Trust. SFCTA is reviewing when the completion of the study would be possible but does not believe the study is necessary to make an alternative selection.

Pending the alternative selection, additional wetlands may need to be constructed as mitigation. Prior to constructing the wetlands, additional cultural resource studies will need to be completed for the land slated to be transformed into wetlands.



Selection of the Preferred Alternative

Many of the comments requested additional study on impacts from a project alternative or element or by the proposed mitigation measure related to the alternative, which are not likely to be selected for project advancement. The team must address these concerns but must explain in the cases where additional study will not provide additional value to the EIR/S.

Table 2 provides the breakdown of the comments that relate to project alternatives and expressions of a preference for an alternative and/or the design options. As can be seen from the table, there is overwhelming support for Alternative 5, Presidio Parkway. Of the various design option under Alternative 5, there is clear support for the Hook Ramp option at the Park Presidio interchange and a strong rejection of the Merchant Road Slip Ramp (MRSR) option. The east end options are less clear cut but the majority favor the Diamond option including all the cooperating and responsible agencies and most citizens. Support for the Circle Drive option is most clearly articulated by SPUR. Several other interested parties used the same arguments in support of Circle Drive as those presented by SPUR. The largest single issue is the protection of the YMCA swimming pool with 61 citizens demanding that the pool be saved.

As can be seen in Table 2, there are many individual issues. Some of the more common themes include:

- Concerns regarding life safety in tunnels during a fire or earthquake;
- Include bicycle lanes on surface streets;
- Eliminate of the connection between Gorgas Ave. and Lyon St.;
- Prevent the conversion of shoulders into future traffic lanes, and;
- Support for continued context sensitive design solutions;

Fifteen citizens expressed a preference for Alternative 2. Their reasons were: general (3); cheaper (5); less impact to resources especially historic buildings (7); maintain the existing traffic split between Richardson and Marina (3); and preservation of views from the roadway (1). Note that some citizens expressed more than one reason. The Cow Hollow Association, the Marina and Cow Hollow Neighbors and Merchants and a petition with 32 signatures also demanded the modification of Alternative 5 to maintain the existing traffic split.



Table 2 – Summary of Public Comments on Project Alternatives

Issue/Option	For	Against	Trust	GGNR A	GGB HTD	Other Agency	Group s	Citizen
Alternative 5	X		Y	Y			20	31
Diamond Option	X		Y	Y			3	12
Circle Option	X						9	4
Hook Option	X		Y	Y			7	7
Loop Option	X						1	
MRSR Option	X				Y			2
MRSR Option		X	N	N			7	3
Battery Tunnel	X		Y	Y				1
Main Post Tunnel	X		Y	Y				1
Alt 2	X							15
Alt 2 No Detour							1	1
Alt 2 With Detour			N					1
Alt 5/2 Hybrid	X							2
Trapped in Tunnels		X						5
Presidio Access	X							2
Include Rail	X							2
TMP	X							1
Bike Lanes	X						3	1
Shorter Tunnels	X							1
Reduce Shading	X						2	
Fugitive Light		X					2	
ITS	X						2	1
Alt 1 No Build	X							2
Save YMCA Pool	X			Y			1	61
Native Plants	X							1
Lyon Connection		X					4	2
TH Coordination	X						1	1
Const Schedule	X		Y				1	1
Future Addn Lanes		X					2	2
Transit Improvement	X							1
CSS							3	3
Marina Stop Lights	X							1
2 Lanes WB from Marina	X						1	2
No Build not feasible					Y			

To: Citizens' Subcommittee to the Doyle Drive

cc: Lee Saage, SFCTA Project Manager

From: Gary Kennerley, PB Project Manager

Date: June 22, 2006

Project: South Access to the Golden Gate Bridge
Doyle Drive Environmental and Design Project
SFCTA Contract Number: 99/00-7
PB Project Number: 13145B

Subject: Summary of Design Issues Raised During Public Outreach

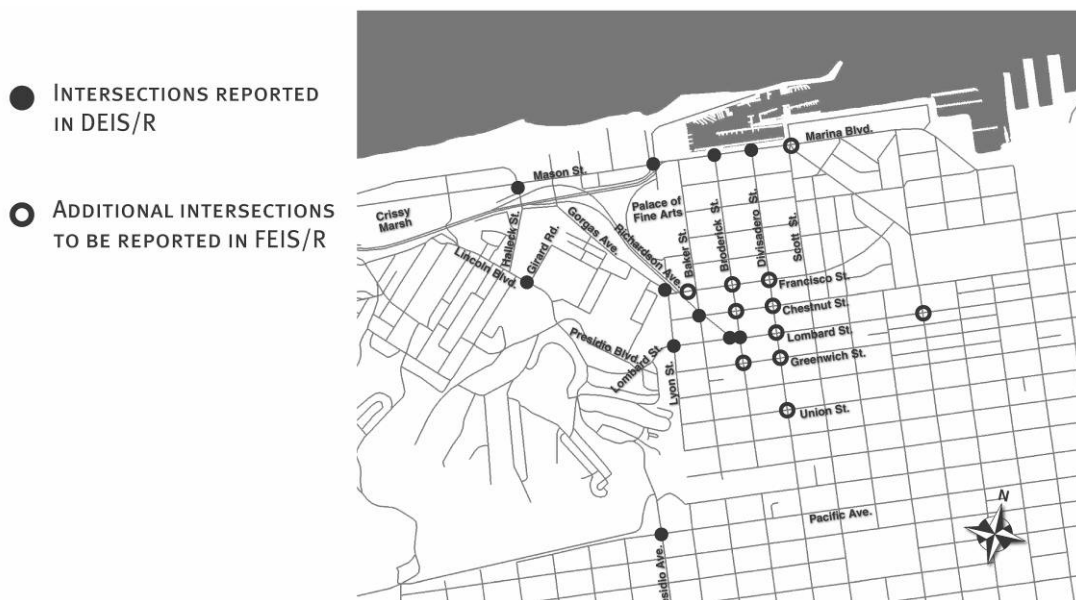
1. TRAFFIC:

Issue: Provide more information regarding traffic impacts on local streets.

Response: The project team collected data on traffic operations throughout San Francisco.

Status: The project team will report traffic operations analysis for additional neighborhood intersections and streets.

Exhibit 1 – Map of Intersections





2. TRAFFIC:

Issue: Maintain the existing traffic split between Richardson Avenue and Marina Boulevard.

Response: Alternative 5 provides new direct access to the Presidio that attracts 8% of the traffic, creating a shift in traffic patterns. Traffic operations on Richardson Avenue remain at the current Level of Service.

Status: Continue refining the east end design to avoid adverse traffic effects particularly during peak periods.

Attachment: Memorandum – Preliminary Revised Alternative 5 Traffic Forecasts

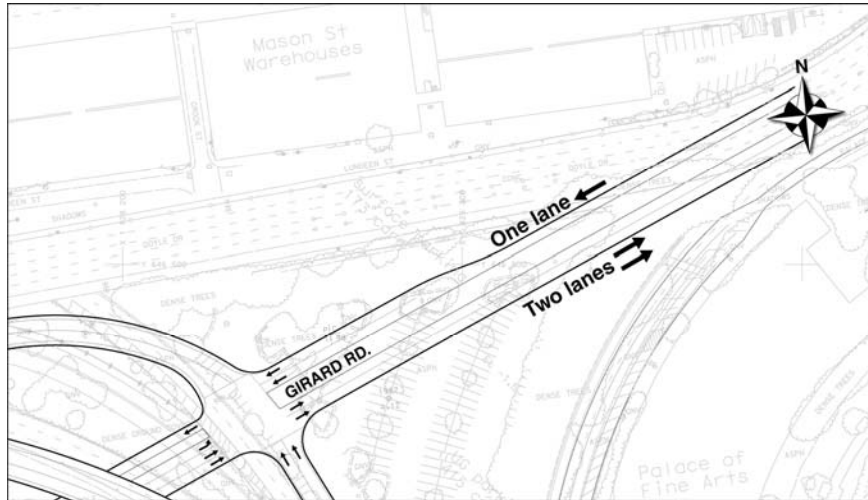
Exhibit 2 – Table of Traffic Volumes

LOCATION	DIRECTION	EXISTING BASE	AS PRESENTED IN DEIS/R			REFINED
			ALT-1 NO-BUILD	ALT-2 REPLACE & WIDEN	ALT-5 PRESIDIO PARKWAY	ALT-5 PRESIDIO PARKWAY
DOYLE DRIVE	SB	5,200	4,980	5,000	4,950	4,920
	NB	2,050	2,950	2,980	2,990	2,960
RICHARDSON CONNECTION	SB	3,720	3,330	3,320	3,050	2,920
	NB	1,440	2,140	2,210	2,740	2,210
MARINA CONNECTION	EB	1,490	1,660	1,680	1,270	1,320
	WB	610	810	770	240	730

3. TRAFFIC:

Issue: Verify the lane configuration from Marina Boulevard to Doyle Drive accommodates future traffic demands.

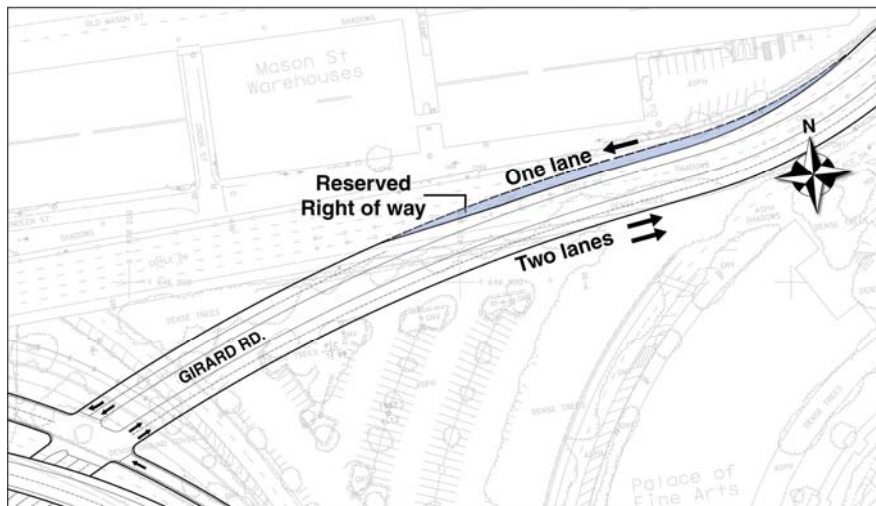
Exhibit 3a - Single Lane Marina Connection



Response: Traffic operational analysis verified that one lane from Marina Boulevard to Doyle Drive accommodates traffic demand.

Status: Consider reserving right-of-way for two lanes if future expansion becomes necessary. The project team is currently planning to build one lane as shown in the DEIS/R to limit the project footprint and avoidable impact to parkland.

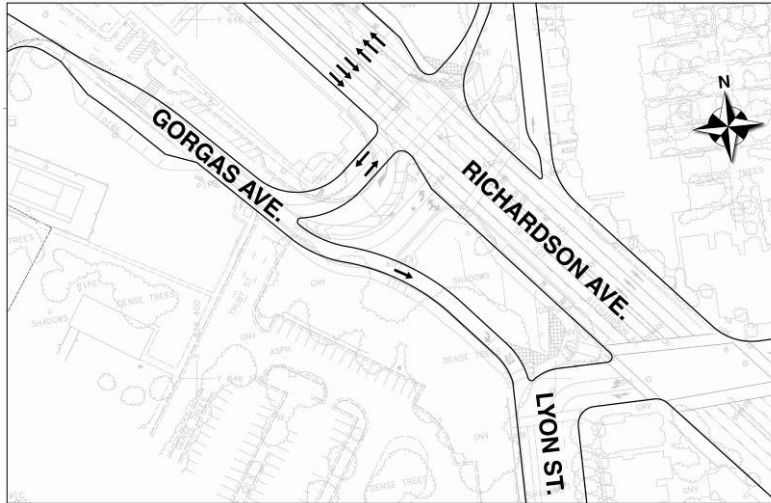
Exhibit 3b - Reserved Right of Way on Marina Connection



4. TRAFFIC:

Issue: Potential cut-through traffic from Gorgas Avenue to Lyon Street

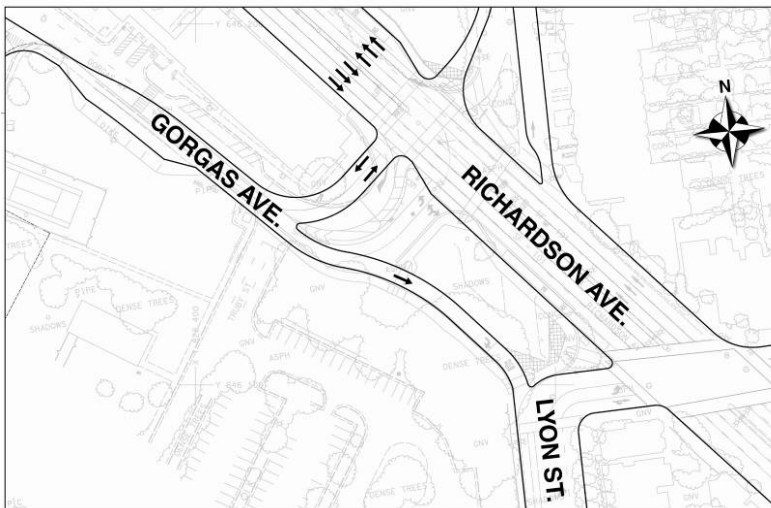
Exhibit 4a – Gorgas to Lyon Connection



Response: The project team has approached Presidio Trust about potentially eliminating or restricting access to the Gorgas Avenue to Lyon Street connection. The Presidio Trust is receptive to public input regarding access to Lyon Street.

Status: Consider eliminating or restricting access to the Gorgas Avenue to Lyon Street connection in the design of the preferred alternative.

Exhibit 4b – Gorgas to Lyon Connection Removed



5. CULTURAL RESOURCES

Issue: Avoid and minimize impact to cultural resources.

- General support for relocation rather than destruction of historic buildings. Specifically buildings 201, 204 and 230.
- Preserve historic Halleck Streetscape.
- Minimize impacts to the historic bluff.

Response: The project team has engaged interested parties in development of the Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act to determine mitigation for impacts to cultural resources. The project team has continued design refinements to reduce impacts to cultural resources.

Status: The project team is accelerating the MOA process to incorporate specific mitigation measures within the FEIS/R including building relocations.

- Presidio Trust will advance decision making on potential building relocation sites.
- The project team is working to optimize Halleck Street profile to maintain the historic streetscape.
- The project team has refined the design to optimize southbound profile between the Cemetery and the Main Post to reduce impacts on the historic bluff, reduce cost and visual impact of retaining wall. The project team plans to recreate historic bluff north of the main post tunnel to Halleck Street.

Exhibit 5a – Plan of Buildings Removed/Relocated

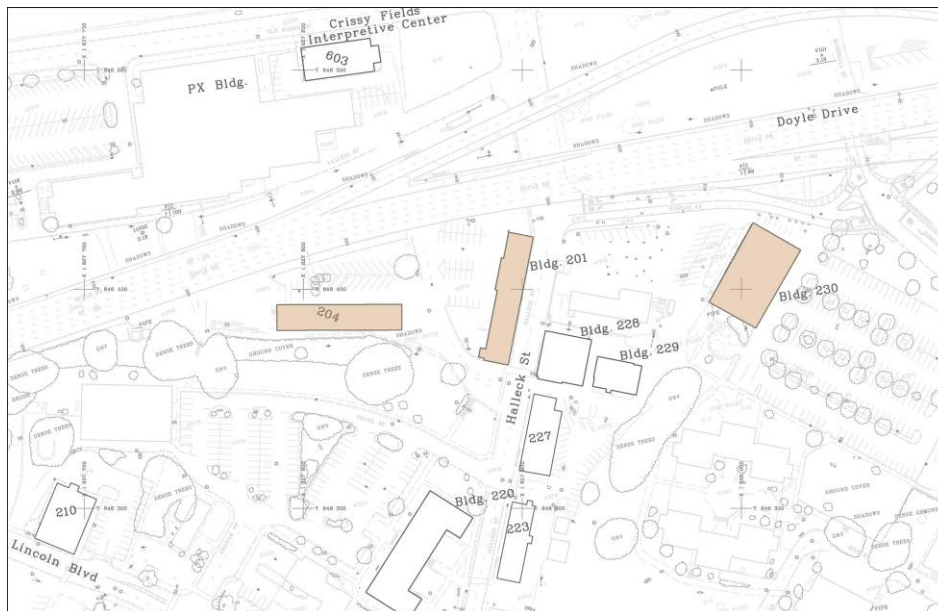


Exhibit 5b – Photo of Halleck Street Circa 1920

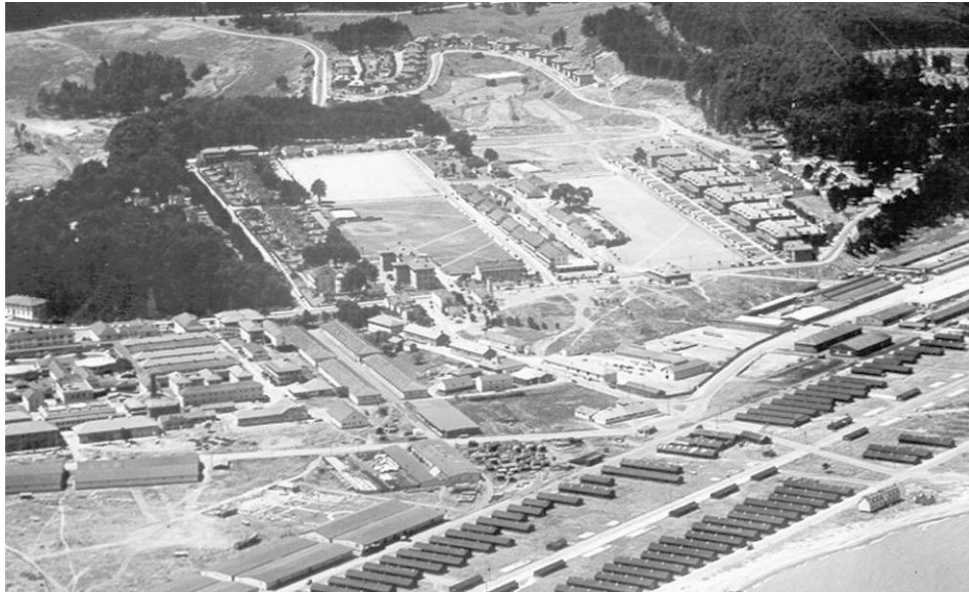
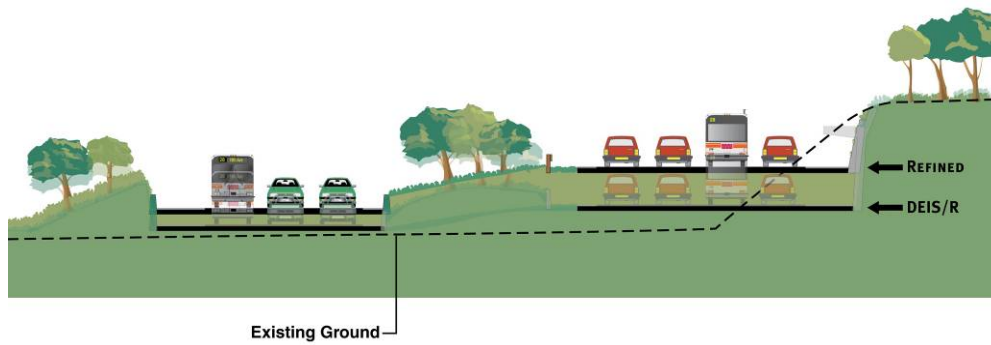


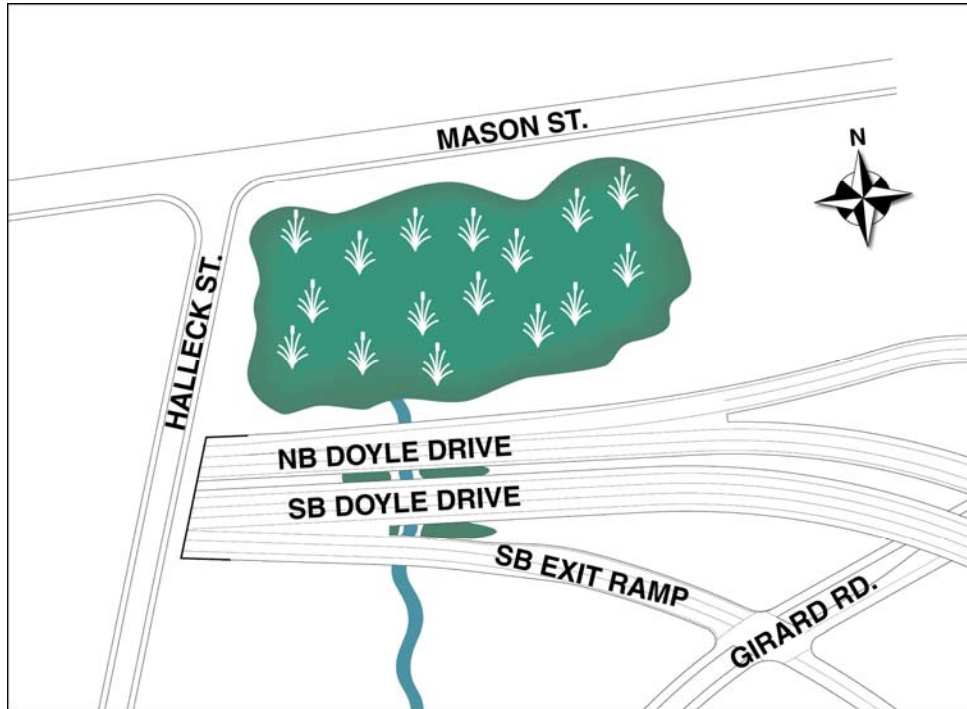
Exhibit 5c – Raised Southbound Profile to Preserve Bluff



6. BIOLOGICAL RESOURCES

Issue: Accommodate future Crissy Marsh/Tennessee Hollow restoration, and provide sufficient light and space for viable vegetation and wildlife corridor.

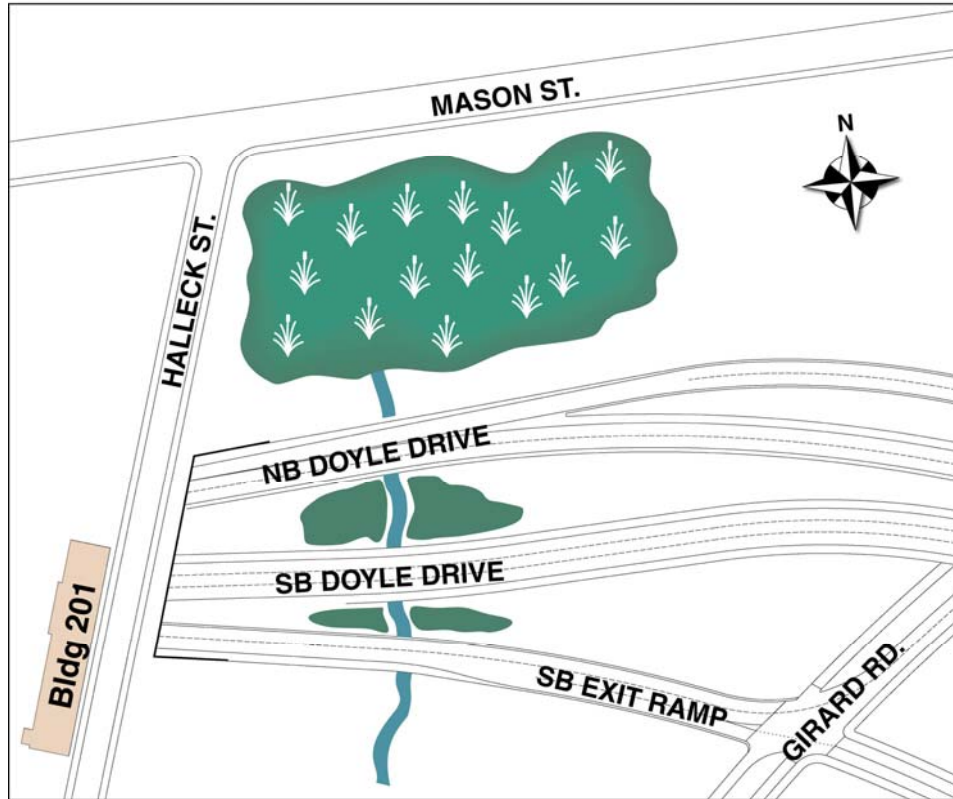
Exhibit 6a – Doyle Drive over Tennessee Hollow from DEIS/R



Response: Conducted a peer review of the DEIS/R by three independent researchers to verify biological resource analysis in the DEIS/R.

Status: The project team has refined the design to maximize light and space for viable vegetation and wildlife corridor. SFCTA has offered to provide initial restoration of the Tennessee Hollow/Crissy Marsh hydrological corridor under the low viaduct if environmental clearance is obtained prior to project construction.

Exhibit 6b - Doyle Drive with Increased Separation over Tennessee Hollow



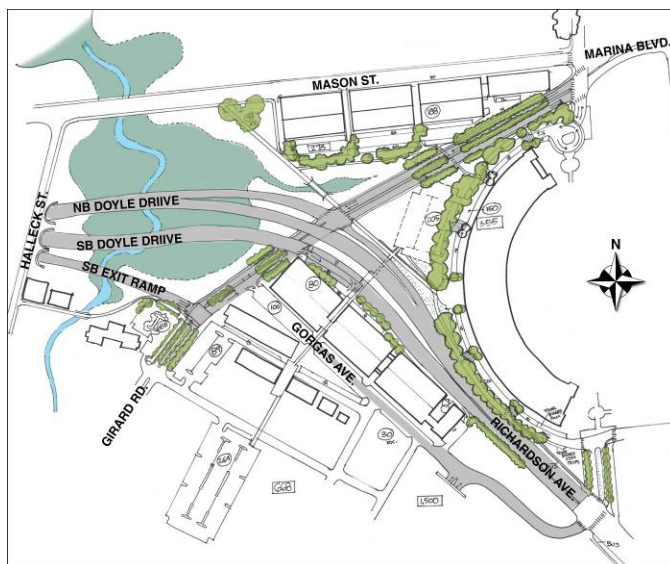
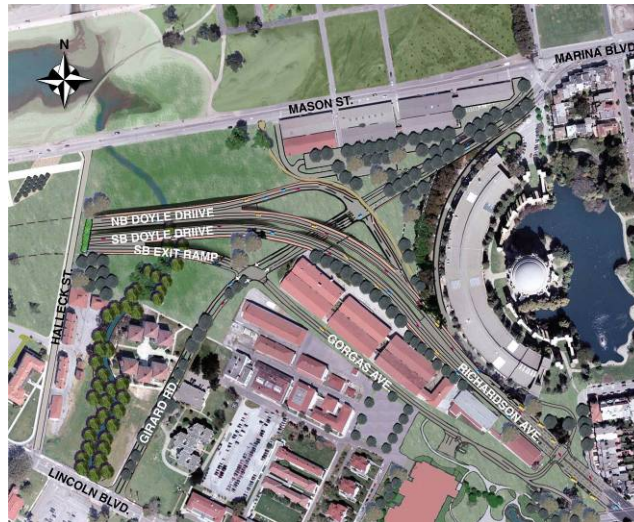
7. BICYCLE AND PEDESTRIAN SAFETY

Issue: Reduce vehicle speed and improve the transition from Doyle Drive facility to city streets.

Response: A primary design objective of the Parkway Alternative is to incorporate traffic calming and context sensitive design solutions. Traffic calming features that reduce speed can increase congestion if traffic demand remains high.

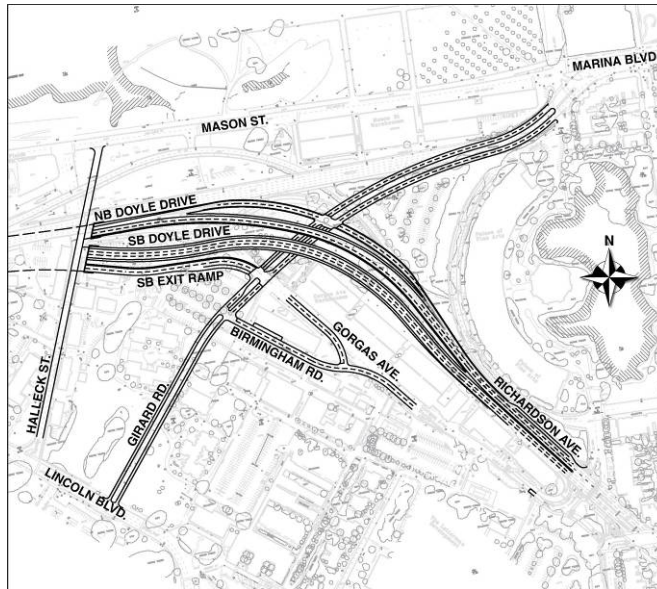
Status: The design in DEIS/R includes traffic calming measures to reduce vehicular speed approaching city streets. The project will continue to work with the Presidio Trust to incorporate the Presidio Trails and Bikeways Master Plan.

**Exhibit 5a
Layout in DEIS/R**



**Exhibit 5b
Proposed Traffic
Calming Measures**

**Exhibit 5c
Staggered Intersection**



**Exhibit 5d
Refined Design**

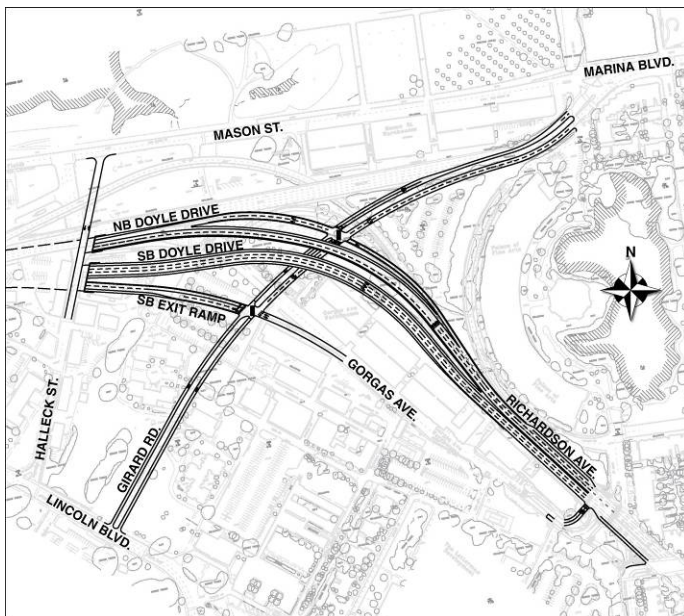
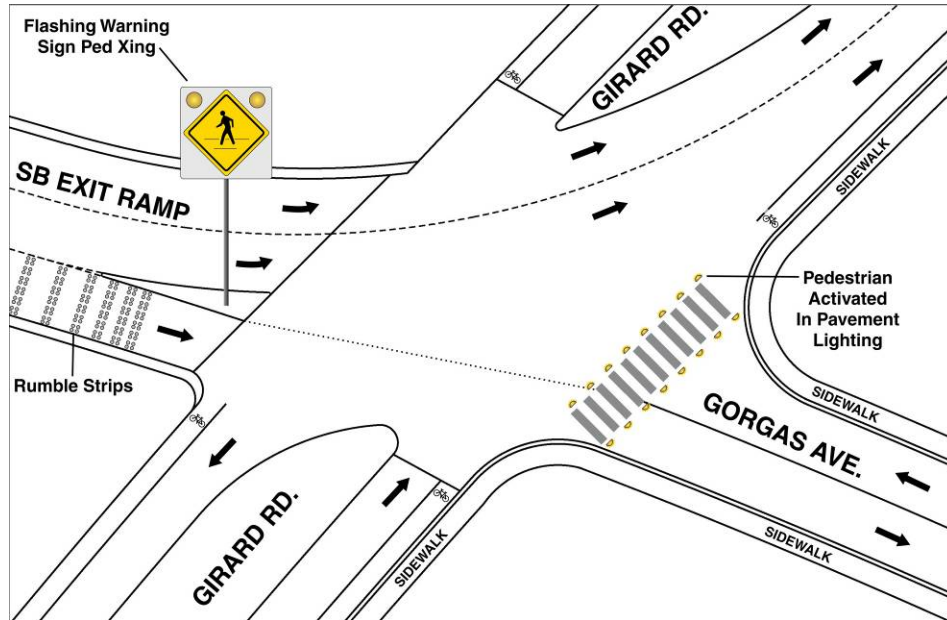
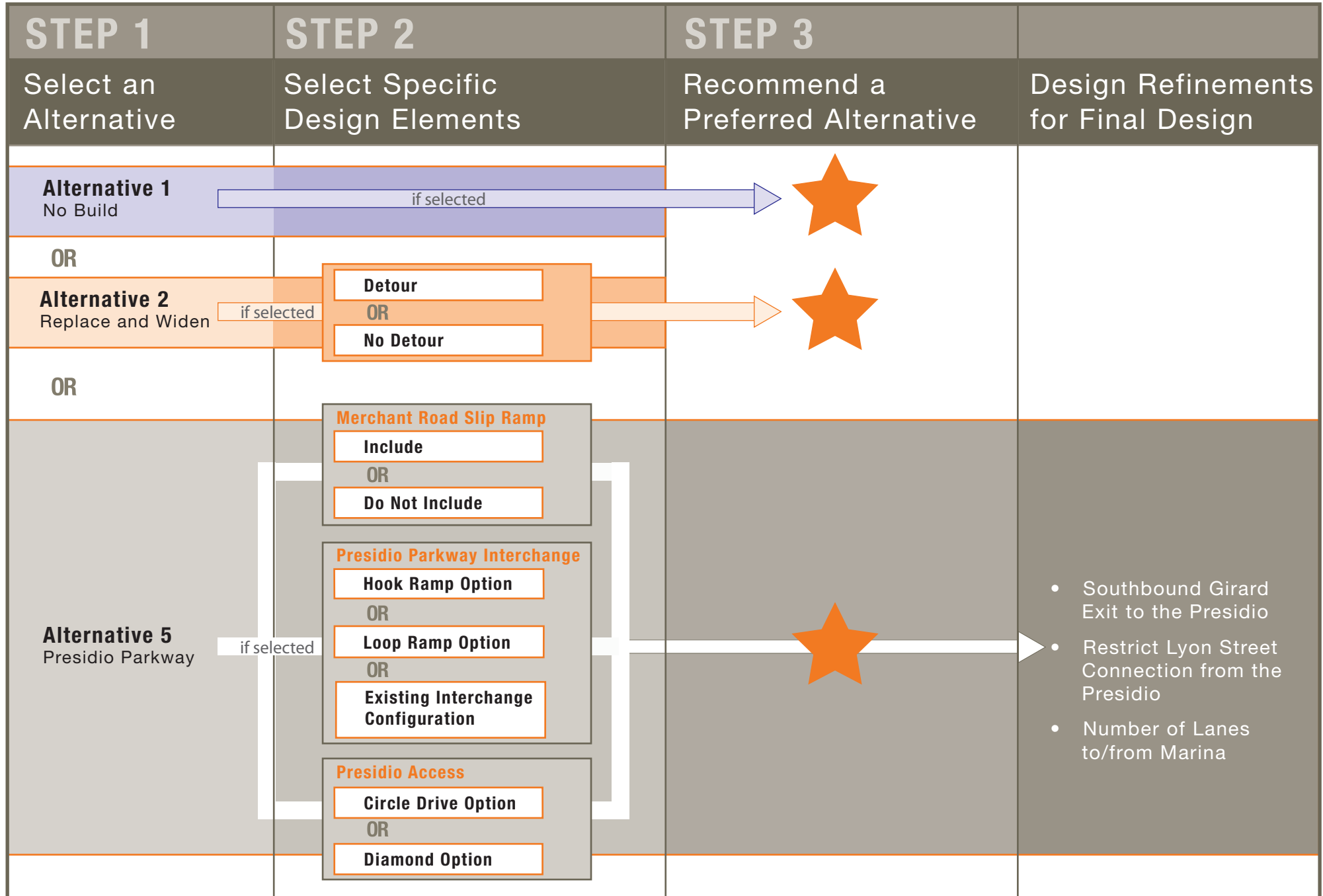


Exhibit 7e - Potential Traffic Calming Measures



DOYLE DRIVE

Decision Points to Recommend a Preferred Alternative



Environmental Document and Identification of Preferred Alternative

South Access to the Golden Gate Bridge

DOYLE DRIVE

FEDERAL LEAD AGENCY: Federal Highway Administration (FHWA)

ROLE: Select a Preferred Alternative based on collaboration with, and input from the cooperating agencies (Caltrans and the Authority), findings from the DEIS/R; and state and federal agency, local government, tribal, and public comments. Issue the Record of Decision (ROD).

Note: Caltrans owns and operates Doyle Drive, and is responsible for federal oversight on behalf of FHWA. Caltrans and the Authority are co-lead agencies on this project.

STATE LEAD AGENCY: San Francisco County Transportation Authority

ROLE: Select a Preferred Alternative based on input from the cooperating agencies and citizens committee; findings from the DEIS/R; and agency and public comments. Certify the Final EIR with the Preferred Alternative. Issue a Notice of Determination.

BOARD OF COMMISSIONERS:

Jake McGoldrick, Chair	Tom Ammiano	Sean Elsbernd	Aaron Peskin
Fiona Ma, Vice Chair	Chris Daly	Sophie Maxwell	Gerardo Sandoval
Michela Alioto-Pier	Bevan Dufty	Ross Mirkarimi	

KEY AGENCY BOARDS

KEY BOARDS INCLUDE:
 The Presidio Trust
 National Park Service (NPS)
 Golden Gate National Recreation Area
 Golden Gate Bridge Highway and Transportation District

ROLE: Review Preferred Alternative decision and provide input if desired.

DOYLE DRIVE AGENCY COMMITTEE

PURPOSE: Provide agency input and disseminate project information to the agencies.

MEMBERSHIP:

Association of Bay Area Governments	The Presidio Trust*
Bay Area Air Quality Management District	US Department of Veterans Affairs*
California Department of Transportation, District 4*	San Francisco Bay Conservation and Development Commission
Federal Highway Administration*	San Francisco City and County, Department of Parking and Traffic
Golden Gate Bridge, Highway and Transportation District*	San Francisco City and County, Planning Department
Golden Gate National Recreation Area/National Park Service*	Marin County, Department of Public Works
San Francisco Recreation and Park Department	Metropolitan Transportation Commission
San Francisco County Transportation Authority*	

Role: Provide Preferred Alternative recommendation to Transportation Authority Board of Commissioners

* Indicates cooperating and responsible agencies (voting members).

DOYLE DRIVE CITIZENS SUBCOMMITTEE

PURPOSE: Provide citizen input and disseminate project information to the community.

MEMBERSHIP:

Michael Alexander	Max DelleSedie	Vera Gates	James Maxwell	Kate Sears
William Alich	Gene DeMartini	Joan Marie Girardot	Ronald Mulcare	Patricia Vaughey
Janette Barroca	Paul A. Epstein	Tony Imhof	Fred Rodriguez	
Lindy Beasley	Becky Evans	Redmond Kernan	Norman Rolfe	
Rich Coffin	Gloria Fontanello	Michael Marston	Jackie Sachs	

The Subcommittee members represent the following:

Citizens At-Large, San Francisco (6)	Marina Civic Improvement and Property Owners Association	San Francisco Bicycle Coalition
Cow Hollow Association	Marina Neighborhood Association	San Francisco County Transportation Authority, CAC
Cow Hollow Neighbors in Action	Marina Merchants Association	San Francisco Planning and Urban Research Association
Fort Point & Presidio Historical Association	Neighborhood Association for Presidio Planning	San Francisco Tomorrow
Golden Gate National Recreation Area Advisory Commission	Planning Association for the Richmond	Sierra Club
Marin County Commuters	Presidio Residents and Tenants	

ROLE: Provide Preferred Alternative recommendation to the Authority's CAC. The subcommittee has 22 voting members.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY CITIZENS ADVISORY COMMITTEE (CAC)

PURPOSE: Advise the Authority on the project by reflecting community values.

ROLE: Provide the Board of Commissioners a Preferred Alternative recommendation based on input from the Doyle Drive Citizens Subcommittee and public.

GENERAL PUBLIC AND KEY STAKEHOLDERS

PURPOSE: Provide input at public hearings and stakeholder meetings and by commenting on the DEIS/R.

ROLE: Public input is reviewed by all of the key committees and boards in advance of decisions on the Preferred Alternative

TIMELINE

	2005				2006						2007				
	DEIS/R REVIEW				IDENTIFICATION OF PREFERRED ALTERNATIVE						FEIS/R		FINAL DESIGN		
	12/30	1/18	2/15	3/31	5/30	6/22	7/18	7/25	7/26	SUMMER		FALL	WINTER/SPRING		SUMMER
MILESTONES	Release Draft Environmental Impact Statement/Report (DEIS/R) Public Comment Period (12/30/05 - 3/30/06)						Doyle Drive Subcommittee Recommends Preferred Alternative	Doyle Drive Agency Committee Recommends Preferred Alternative	Authority CAC Recommends Preferred Alternative	Authority Board of Commissioners Identifies Preferred Alternative	Authority and FHWA ratify Preferred Alternative	Release Final EIS/R (FEIS/R)	Authority Board of Commissioners Files Notice of Determination	FHWA Issues Record of Decision	Begin final design for construction
MEETINGS		Public Hearing	Public Hearing	Doyle Drive Agency Committee Workshop	Doyle Drive Agency Committee Workshop	Doyle Drive Subcommittee Workshop	Doyle Drive Subcommittee Workshop	Doyle Drive Agency Committee Workshop	Authority CAC Meeting	Authority Board of Commissioners Meeting			Authority Board of Commissioners Meeting		

Key Stakeholder Briefings (on-going)
 Briefings include: California Heritage Council, Cow Hollow Association, Lyon Street Residents, Marina Community Association, Nature in the City, Planning Association of the Richmond (PAR), Presidents of Neighborhood Association, SPUR forum and others.

Agency Board Briefings (on-going)
 Briefings include: The Presidio Trust, National Park Service (NPS) – Golden Gate National Recreation Area, Golden Gate Bridge, Highway and Transportation District.