



Doyle Drive Environmental and Design Study

Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #7

Meeting Summary

date of meeting: 3/7/01

location: SFCTA

subject: Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting

attendees:

Doyle Drive Subcommittee Attendees:

Michael Alexander
William Alich
Janette Barroca
Lindy Beasley
Max DelleSedie
Gene DeMartini
Becky Evans
Gloria Fontanello
Joan Marie Girardot
Tony Imhof
Redmond Kernan
Leo Paul Koulos
Michael Marston
Ronald Mulcare
Norman Rolfe
Jackie Sachs
Jack Spring
Patricia Vaughey

Doyle Drive Subcommittee Absentees:

Paul Epstein
Jack Foss
Vera Gates
Roger Peters
Kate Sears

San Francisco County Transportation Authority

Leroy Saage, Joe Castiglione

Other Participants

Frank Bailinson, Lyon Resident
Jann Dickerson, Lyon Resident
Peter Sing, Marina Merchants Association
Michael Speigel
Dan Curtis, SF Dept. of Parking and Transit
Dick Tilles, Presidio Trust
Terry Thomas, Presidio Trust
Fred Foote, Exploratorium
Nidal Tuqan, Caltrans
Sirous Deylamian, Caltrans
Nandini Shridhar, Caltrans
Hayward Witchell, California Heritage
Rick Foster, NPS
Ric Borjes, NPS

Parsons Brinckerhoff

Dina Potter, Susan Killen, John Komaru, Scott Danielson

Public Affairs Management

Kay Wilson, Kristy Ranieri

DKS Associates

Joe Story

MPA Design

Michael Painter

summary:

I. Tour of the East End of Doyle Drive Corridor

The Subcommittee went on a walking/driving tour of the Doyle Drive Corridor.

II. Meeting Introduction and Format

Lee Saage, SFCTA, introduced the revised alternative drawings. He stated that the new designs are a result of feedback from the Executive Committee, the Doyle Drive Subcommittee of the SFCTA Citizens Advisory Committee, the National Park Service, and the Presidio Trust suggesting that project alternatives developed to date seemed to have strayed from the vision of the original "Painter Plan." Comments were made that suggested that efforts to meet traffic functionality seemed to have sacrificed some of what made the Painter concepts visually exciting. Based on

this feedback, SFCTA and the project team undertook a critical review of design alternatives in light of project objectives. The project team, including Michael Painter, conducted a three-day multidisciplinary design charrette at which the mutual goal was to explore creative design alternatives and additional ways to meet the original vision. Fundamentally the alternatives are the same as the designs the group had been working with.

III. Presentation and Discussion of Revised Design Alternatives/Options

Michael Painter, MPA, and Scott Danielson, PB, provided a brief description of each new design drawings for the following build alternatives:

1. In Corridor - Parallel Construction, Over Halleck Street
 - a) Direct Marina Access
 - b) Diamond
2. In-Corridor - Parallel Construction, Under Halleck Street
 - a) Direct Marina Access
 - b) Diamond
3. In-Corridor - Detour Construction, Over Halleck Street
 - a) Direct Marina Access
 - b) Diamond
4. In-Corridor - Detour Construction, Under Halleck Street
 - a) Direct Marina Access
 - b) Diamond
5. Couplet

Questions and Comments from Subcommittee Members

Michael Alexander asked what are the advantages of the two and four-way interchange schemes. Michael Painter noted that these designs handle traffic very efficiently.

Michael Marston noted that the ramp should be designed with great beauty because Doyle Drive is the most beautiful parkway in the Bay Area. He noted that over ramps are a mistake for a National Park. He suggested that the team varies the ramp as much as possible and makes the roadway a good neighbor to a National Park.

Leo Koulos noted that the impact on existing and new construction is going to fall in the Cow Hollow/Richardson Avenue area and to some degree to the north of it into the Marina district.

Patricia Vaughey asked if an additional access route had been considered for the Main Post. She stated that the Presidio Trust might build 400 more homes, which will necessitate a second exit from the bridge to Girard Street. She suggests that two exits be provided. Dina Potter, PB, answered that Lincoln Boulevard access is not feasible because of the constraints. Girard Street has more room for an access intersection. Dick Tilles, Presidio Trust, concurred that it is difficult to find space for an intersection and an overpass access.

Michael Alexander commented that the Doyle Drive Task Force covered the two-exit issue nine years ago. The conclusion was that there could not be two exits. A dangerous condition exists because there is not enough distance for cars to exit particularly when cars come from 19th Avenue and the bridge.

Gloria Fontanello stated that the most feasible entrance for the second exit is at Lincoln Avenue. She understands that this exit would impact the pet cemetery. Dina Potter, PB, stated that this location would impact the National Park and the pet cemetery.

Dick Tilles, Presidio Trust, noted that Girard Street is close to the neighborhood, but it is clearly not in the neighborhood.

Max Dellese die commented that Merchant Street is not sufficient to handle the developments planned for Fort Scott.

Jackie Sachs asked which alternatives work with public transit. Dina Potter, PB, answered that all of the alternatives work with transit.

IV. Update on Traffic Studies and Status of Traffic Screening

Joe Castiglione, SFCTA, reported on the Doyle Drive traffic screening report. He reported for the Park Presidio Alternative, Doyle Boulevard Alternative, and No-Marina Connection Option. The traffic screening report was generated from data provided by the SFCTA Travel Demand model. The report analyzes morning peak hour numbers only. The study methodology included refining the SFCTA model until significant bottlenecks were eliminated to allow the traffic to flow. Link level volume results were analyzed to determine the system's performance and revealed the amount of congestion at intersections for each alternative. Intersection analysis, new lane configurations, and signal optimization were also completed. An assessment of design feasibility was done using the results of the link level and intersection capacity. Overall, the 2020 baseline conditions showed a worsening of an already congested system. Many of the roadways are operating at near capacity today such as Park Presidio, Richardson Avenue, and Marina Boulevard.

For the Park Presidio Alternative, a significant number of new lanes had to be added to accommodate traffic, in order to provide enough link capacity on the roadways. The expanded intersection configurations were insufficient to handle the forecasted traffic indicating that spillback into other intersections would occur at peak hours.

For the Doyle Boulevard Alternative, a significant number of new intersection approach lanes and intersection configurations were added to provide enough link capacity on the roadways. Additionally, the expanded intersection configurations are insufficient to handle the forecasted traffic indicating that spillback into other intersections would occur at peak hours.

The No Marina Boulevard Connection increases the forecast traffic volumes on Richardson Avenue by 50 percent over the 2020 baseline condition. In addition, an additional through lane in the peak direction is needed on Richardson between the main post and Baker Street for an acceptable level of operation at Richardson and Francisco Streets. It was determined that some access between Marina Boulevard and Doyle Drive is needed. The access could be more indirect than it is with the current design.

Joe Castiglione, SFCTA, stated that the two alternatives (Doyle Boulevard and Park Presidio) and the No Marina Access option were recommended not to move forward in the Traffic Screening Report.

Subcommittee Comments and Questions

Max Dellese die asked clarification questions regarding the results that 11 lanes are needed on Park Presidio to accommodate 50% of the traffic from Doyle Drive. Lee Saage, SFCTA, clarified that most of the traffic would come on Park Presidio. Presently there are no left turns on Park Presidio. The capacity of an intersection, or the ability to handle traffic is reduced when you allow the left turns. If you allow left turns the traffic would gridlock. The result is five through lanes and four turn lanes. Dick Tilles, Presidio Trust, stated that he supported the intention of Max's point

Gloria Fontanello quoted traffic growth statistics from a recent newspaper article. Joe Castiglione, SFCTA, concurred that the model is showing an approximately 40% increase. Joe noted that as one bridge becomes congested people seek out other means to arrive at a certain destination.

Joan Girardo asked how the screening model designated Marina Boulevard. Joe Castiglione answered that he believes the model designated Marina Boulevard as a minor arterial.

Lee Saage, SFCTA, stated that the Traffic Screening Report would be made available to the Subcommittee when it was completed. If there are questions after reading the report, Subcommittee members can follow-up with questions. Lee also stated that color pictures of the alternatives would be mailed in the next Subcommittee packet and he asked the Subcommittee to report back on two questions:

- 1) Is the project moving in the right direction?
- 2) Are there key design issues that are wrong or missing that should be taken into consideration?

Michael Alexander stated that the project team is moving in the right direction. The designs are significantly better. There are still areas of controversy but the team is now approaching the range of solutions that the project deserves.

Gloria Fontanello commended the effort by everyone on the team. But she stated that she is frustrated because there has been no progress in 25 years. The quadrant of the Marina neighborhood is suffering. She noted that she is worried that the traffic from Marin is only going to become worse. There should be two more access entrances added to Doyle Drive. The project adds no benefit to the area and she suggested that the retrofit alternative is the alternative she will prefer. She stated that everyone wants to use the Marina neighborhood but to bring more cars to the area will hurt everyone, even the recreational users, because it will become a parking lot. Marin keeps developing with no limits.

Lindy Beasley noted that as a former commuter from Petaluma to San Francisco, she understands the frustration that Gloria is expressing. However traffic is a result of the growth of the metropolitan area. The future is denser than the past, and a point comes when the designer can not accommodate the need. The model has natural limits because the forces of growth make the bottlenecks worse.

Lee Saage, SFCTA, stated that he understands the frustration, but noted that the alternatives do offer significant improvements to the existing condition. Presently Doyle Drive leads straight to Marina Boulevard. The new designs allow the driver to make a conscious decision to get on Marina Boulevard.

Becky Evans noted that cars are symbols of status, adulthood and citizenship. It is an American mentality that needs to be evaluated. By owning a car, one contributes to the problem.

Patricia Vaughey noted that the Subcommittee should develop a long-term transportation plan

Jackie Sachs suggested that the Doyle Drive Subcommittee should make a presentation at the next SFCTA Citizens Advisory Committee to report on the developments to date. The Citizens Advisory Committee is the backbone of SFCTA and it determines the funds for Doyle Drive.

Lee Saage, SFCTA, announced that the next meeting April 19th at 5:00 pm at the San Francisco County Transportation Authority.

ACTION ITEMS:

- ~~LS~~ The Traffic Screening Report will be provided to the Subcommittee upon completion. – Dina Potter
- ~~LS~~ The Subcommittee should report on two questions: 1) Is the project moving in the right direction?; 2) Are there key design issues that are wrong or missing that should be taken into consideration?

distribution:

All Subcommittee Members
Leroy L. Saage
Dina Potter
Susan Killen
Kay Wilson
Kristy Ranieri
Michael Painter

**Doyle Drive Subcommittee
of the Citizens Advisory Committee**

ACTION ITEM TRACKING CHART

MEETING DATE	ACTION DESCRIPTION	RESPONSIBLE	DATE DUE	DATE COMPLETED
3/7/01	The Traffic Screening Report will be provided to the Subcommittee upon completion.	Dina Potter	Upon Completion of Report	
3/7/01	The Subcommittee should report on two questions: 1) Is the project moving in the right direction?; 2) Are there key design issues that are wrong or missing that should be taken into consideration?	Subcommittee	April 19	April 19