CHAPTER ONE
PURPOSE AND NEED

This *Final Environmental Impact Statement/Report* (FEIS/R) incorporates the entire *South Access to the Golden Gate Bridge - Doyle Drive Project Draft Environmental Impact Statement/Report* (DEIS/R) which was released for public review in December 2005. In addition, this document includes the public and agency comments and the project team's response to those comments, as well as new research which was performed since the release of the DEIS/R.

Following release of the DEIS/R, review of comments, and public workshops, a preferred alternative was selected. This FEIS/R discusses the selection and description of the Preferred Alternative. In addition, potential impacts and mitigation related to the Preferred Alternative are also discussed. **Appendix L** presents public comments received on the DEIS/R and project team responses.

1.1 Context

Doyle Drive, built in 1936, is the stretch of Route 101 that provides access to the city of San Francisco from the Golden Gate Bridge, and southern access to Marin County and other Bay Area communities (see **Exhibit 1-1** on the following page). This roadway requires extensive seismic, structural and traffic safety upgrades.

Because of its importance within the Bay Area's regional transportation system, the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans), and the San Francisco County Transportation Authority (the Authority) have proposed to improve the approximately 2.4 kilometer (1.5 mile) Doyle Drive. Also playing major roles in the development and implementation of this project are the National Park Service (NPS), the Presidio Trust (Trust), and the Department of Veterans Affairs (VA).

In addition to benefiting motorists using the Golden Gate Bridge, the improvements to Doyle Drive would be beneficial to residents, tourists and others driving to and from the Presidio, the Golden Gate National Recreation Area (GGNRA), the Palace of Fine Arts, the Exploratorium, and other destinations.