

Exhibit 1-1
Regional Context of Doyle Drive



1.2 Project Background

The Doyle Drive portion of Route 101 provides the southern access to the Golden Gate Bridge and is part of the primary north-south link in coastal California. Currently, over 91,000 vehicles use Doyle Drive every weekday. Typically, 80 percent of the vehicles traveling on Doyle Drive are coming from or going to the Golden Gate Bridge. The remaining 20 percent of the vehicles begin or end their trips in San Francisco. Doyle Drive weekend traffic volumes are comparable to weekday volumes, confirming that it serves as both a primary commute and a recreational route.

1.2.1 Doyle Drive and the Presidio

The Presidio has served as a military post for more than 200 years, under the flags of Spain, Mexico and the United States. Between 1848 and its closure in 1994, the Presidio protected commerce and trade, and played a logistical role in major United States military conflicts.

In 1962, that the Presidio became a National Historic Landmark District (NHLD), and Doyle Drive was determined to be a contributing structure within that landmark district (see **Exhibit 1-2**).

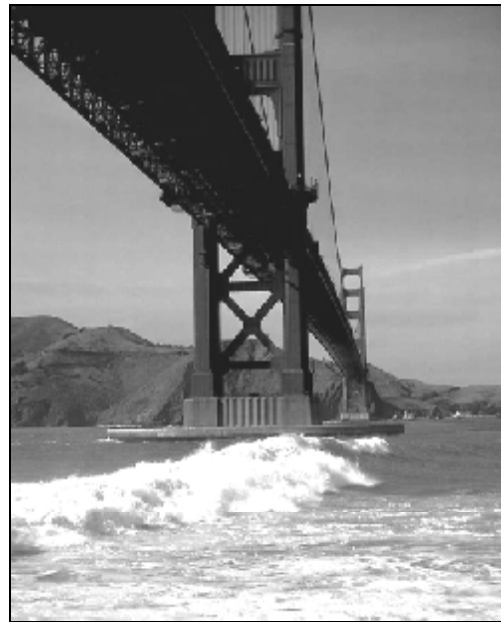
In 1972, the Golden Gate National Recreation Area was created, and the Presidio was designated to be part of the recreation area if the military ever closed the base. As part of a military base reduction program in 1989, Congress decided to close the post. As such, the Presidio was transferred to the National Park Service on October 1, 1994. Then in 1998, the management of the Presidio became split between the National Park Service (Area A) and the Presidio Trust (Area B).

1.3 Project History

The history of this project dates back to 1933 when the Golden Gate Bridge and Highway District (renamed in 1969, the Golden Gate Bridge Highway and Transportation District) started construction on Doyle Drive as the southern approach to the Golden Gate Bridge. Doyle Drive was named after Frank P. Doyle, a director of the California State Automobile Association. Mr. Doyle was a roadway advocate and civic leader, and the first private citizen to cross the Golden Gate Bridge.

Doyle Drive was designed and built to operate with three, three-meter (ten-foot) lanes in each direction, separated by painted double stripes. In September 1945, Doyle Drive became a state highway. Subsequently, the California Division of Highways, now known as Caltrans, assumed responsibility for maintenance of the section extending from near the Golden Gate Bridge toll plaza to the Palace of Fine Arts and the Marina District of San Francisco.

In 1955, the Golden Gate Bridge Highway District requested that the State widen and reconstruct Doyle Drive to handle increasing congestion. In 1962, the District specifically asked for an eight-lane divided roadway as part of a proposed Golden Gate Freeway. The proposal was not pursued due to public objection. In 1970, after a fatal accident on the facility, the National Transportation Safety Board recommended that Doyle Drive be upgraded to current freeway design standards. In 1973, a *Draft Environmental Impact Statement* (DEIS) was completed for reconstruction of Doyle Drive as an eight-lane highway with a fixed median barrier. The public objected to the proposal, and the following year the state legislature passed the Marks Bill, which prohibited



Doyle Drive provides access to the Golden Gate Bridge