

SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Project Update

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San Francisco County Transportation Authority

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Learn More about the Doyle Drive Project

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Delivering Doyle Drive – Sooner!

Regional Leaders Pursuing Stimulus Money

Regional leaders are working cooperatively to close the funding gap on the Doyle Drive Replacement Project by pursuing \$100 million in federal stimulus money as part of the American Recovery and Reinvestment Act.

Agreeing to make the Doyle Drive Replacement Project a major regional priority for funding, Speaker Nancy Pelosi, Governor Arnold Schwarzenegger and Mayor Gavin Newsom signaled strong support for the partnership led by the San Francisco Transportation Authority, Caltrans, the Federal Highway Administration, the Metropolitan Transportation Commission and the Golden Gate Bridge District to ensure expedited delivery of the project.

Securing stimulus money will result in a fully-funded project that could begin construction as early as August 2009 and potentially be delivered more than a year earlier than originally planned. Thanks to this unprecedented effort, the new Doyle Drive could open as early as 2012.

About Doyle Drive

Doyle Drive, also known as Route 101, provides southern access to the Golden Gate Bridge and is the primary highway and transit linkage through San Francisco between counties to the south (San Mateo and Santa Clara) and to the north (Marin and Sonoma).

Currently, nearly 120,000 vehicles use Doyle Drive every weekday. Originally built in 1936, Doyle Drive is approaching the end of its useful life. Should an earthquake or structural failure force the closure of Doyle Drive for even a short period of time, the North and East Bay areas would experience staggering congestion from rerouted trips and the regional transit and ferry systems would be greatly overburdened.



Project Milestone – Final Environmental Document Approved

The Doyle Drive Replacement Project Final Environmental Document was certified on December 16, 2008 by the San Francisco Transportation County Authority Board of Commissioners. This major project milestone closed the project's environmental phase, approved the Presidio Parkway as the preferred alternative and initiated engineering of the final design.

The Presidio Parkway design best meets the project purpose and objectives to:

- Improve the seismic, structural and traffic safety;
- Maintain the transportation network and improve the approach to the Golden Gate Bridge;
- Employ sustainability principles throughout the design, construction and operation and maintenance of the roadway
- Preserve the natural, cultural, scenic and recreational values;
- Conform with land use plans;
- Minimize the effects of noise and air quality on the natural and recreational areas;
- Improve intermodal and vehicular access to the Presidio; and
- Redesign the corridor as a parkway.

Presidio Parkway: Context Sensitive Design

It was no easy task to create a project that meets community needs, provides a safer roadway and reduces impacts to biological, cultural and natural resources –while still respecting the project’s setting within a national park and the surrounding neighborhoods.

The Presidio Parkway, as the preferred alternative, was carefully designed to deliver on these goals using Context Sensitive Design (CSD). This technique strives to create public works projects that meet the needs of the users, the neighboring communities and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives and tailoring of designs to particular project circumstances.

To ensure that the Presidio Parkway design is respectful of the project’s unique surroundings, the project design team worked closely with the Federal Highway Administration (FHWA) and Caltrans to get approval of nearly 100 design exceptions to reduce the overall mass and scale of the facility.

Presidio Parkway Preferred Alternative Design Highlights

A parkway design including two short tunnels, a wide landscaped median, traffic calming transition to city streets and reduced lane and shoulder width	Enhanced pedestrian connections within the Presidio to the Main Post, Crissy Marsh, the National Cemetery and Historic Batteries
New direct access to the Presidio and enhanced views from within the Presidio	A spectacular regional gateway that respects natural contours of the surrounding area and complements the unique environment of San Francisco and the Presidio, a National Park
A more centralized location for transit connections	Reduces light and noise intrusion at Crissy Field

Cost and Funding

Estimated Project Cost: \$1.045 billion

A balanced funding strategy has been developed for Doyle Drive, relying on a combination of federal, state, regional and local funds to meet the project’s approximately \$1.045 billion price tag. This has reduced the funding shortfall for the project to only \$100 million, a gap that can be bridged with federal stimulus money and through acceleration of the project schedule, to reduce cost escalation.

Federal

Committed	\$72 million
New Grants	\$30 million
American Recovery and Reinvestment Act (expected)	\$100 million

State

Traffic Congestion Relief Program (TCRP) and State Highway Operation and Protection Program (SHOPP)	\$420 million
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Local

SFCTA Proposition K local transportation sales tax	\$68 million
Regional Transportation Improvement Program (RTIP)	\$84 million
State/Local Partnership	\$21 million
Metropolitan Transportation Commission (MTC) Bridge Tolls	\$80 million
Golden Gate Bridge Highway and Transportation District (GGBHTD)	\$75 million
Transportation Authority of Marin/Sonoma County Transportation Authority	\$5 million

Savings

Acceleration	\$90 million
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Planned Accelerated Schedule – Receiving stimulus funding could allow and require construction to begin as early as summer 2009

