

Doyle Drive Environmental and Design Study**Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #22*****Meeting Summary******date of meeting: 12/13/07******location:*** San Francisco County Transportation Authority, 26th Floor***subject:*** Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting***attendees:***Doyle Drive Subcommittee Attendees

Janette Barroca, At-Large
 Lindy Beasley, Presidio Residents & Tenants
 Max DelleSedie, Cow Hollow Neighbors in Action
 Paul A. Epstein, Planning Association for the Richmond
 Gloria Fontanello, Marina Neighborhood Association
 Chloe Good, SPUR
 Amanda Hoenigman, SPUR
 Jackie Sachs, SFCTA, CAC Member

Doyle Drive Subcommittee Absentees:

William Alich, Fort Point & Presidio Historical Association
 Leah Schaum, San Francisco Bicycle Coalition
 Gene DeMartini, At-Large
 Becky Evans, Sierra Club
 Vera Gates, At-Large
 Tony Imhof, Cow Hollow Association
 Redmond Kernan, At-Large
 Michael Marston, Neighborhood Association for Presidio
 Planning
 Joan Marie Girardot, Marina Civic Improvement & Property
 Owners Association
 James Maxwell, Marina Merchants Ass.
 Ronald Mulcare, At-Large
 Fred Rodriguez, GGNRA Advisory Commission
 Norman Rolfe, San Francisco Tomorrow
 Kate Sears, Marin Commuter
 Patricia Vaughey, At-Large

Executive Committee Members

Rick Foster, GGNRA
 Lissa McKee, Caltrans

San Francisco County Transportation Authority

Lee Saage, P.E.

Other Participants

Jan Blum, The Presidio Environmental Council
 Lucia Bogatay, Presidio Historic Association
 Ric Borjes, Presidio Trust
 Rick Chandler, Presidio Trust
 John Diamante, Threshold Environmental Center
 Lucas Griffith, Presidio Trust
 Ruth Gravanis, Individual
 Sarah Minick, SFPUC
 Arleen Navarret, SFPUC

MPA Design

Darcie Delashmutt

Parsons Brinckerhoff

Gary Kennerley
 Rob Malone

ARUP

John Karn

CirclePoint

Sarah Gestson
 Molly Graham
 Jane Kruse
 Ben Strumwasser

Jones & Stokes

Dana McGowan

summary:**I. Call to Order and Agenda Review**

Lee Saage, San Francisco County Transportation Authority (the Authority), reviewed the agenda. Lee provided a brief overview about the Urban Partnership Agreement (UPA) Grant and the Authority's feasibility study of tolling on Doyle Drive. He suggested that there should be a short discussion about the potential congestion pricing program after the main agenda and asked if there was interest in having a subsequent meeting with a representative from the Authority to give an overview of the UPA and potential for tolling on Doyle Drive. The subcommittee members expressed interest in receiving a short update at the end of the meeting and a more thorough overview at the next subcommittee meeting.

II. Project Update

A. Design Refinements

Lee and Gary Kennerley, PB, provided a project update and described the design refinements which were made in response to comments on the Draft EIS/R. It was noted that these design features will be finalized and solidified as design progresses.

Paul Epstein, Planning Association for the Richmond, inquired about the traffic studies and remarked that tolling will result in fundamental changes in traffic.

Gary commented that when the congestion pricing feasibility study is further developed, the results will be analyzed and will likely require either an addendum or an environmental document of its own.

Paul expressed concern that if a new toll is implemented, there may be diversions to Park Presidio Boulevard. He suggested the study of intersections should go beyond the Marina district to the Richmond district, including 25th Avenue and Park Presidio Boulevard.

Gary said that if there is an environmental document for congestion pricing, it will include areas outside of the Marina district and diversion issues will be evaluated.

Paul commented that the project scope should extend to the MacArthur tunnel. He noted that it makes sense to rebuild the Kobbe viaduct as part of the project.

Gary responded that the Kobbe Structure, south of the MacArthur tunnel, was rated with a Structure Sufficiency of 54 out of 100 in 2005, and will be eligible for rehabilitation funds. Gary noted that although the Kobbe structure will not be included as part of the Doyle Drive project, Caltrans is looking into accelerating the process if possible to allow both projects to be completed at the same time.

Lee and Gary offered to send Paul the bridge inspection report and have a separate meeting to discuss the topic in detail.

B. Sustainability Process

John Karn, ARUP, provided an overview of the three phases of the sustainability process and plans for Doyle Drive. Major tasks in Phase I, which have been completed, included development of a vision statement, guiding principles and goals, evaluation criteria and a list of potential strategies. Phase II will consist of evaluation and prioritization of strategies. Phase III will consist of detailed design and development, identification of implementation responsibilities and timeline, development of monitoring mechanisms and reporting of results.

C. Pre-Design Activities

John reviewed the pre-design activities including Surveying and Mapping, Geotechnical Investigation, the Stormwater Management Plan, Bridge Site Data Submittal, Preliminary Investigation Reports, Structure Design Criteria, Tunnel Ventilation Criteria and Architectural Criteria. He said there had been significant changes in the Presidio since the last time surveying and mapping had been done. He reported that geotechnical investigations are currently underway and will last approximately five more months. Currently, preliminary investigation reports and structure design and tunnel ventilation are being developed and are the first elements in the sustainability process.

Lindy Beasley, a representative of the Presidio Residents & Tenants, inquired about the approach to archeological evaluation and mitigation, and asked whether testing was being

done along the alignment. Gary said that evaluation testing had been conducted as part of environmental document.

Lindy asked if anything had been found. Gary deferred to Dana McGowan who responded that there are archeologically sensitive areas and those sites are being avoided.

III. Preview of Final EIS/R

Gary reviewed the Final EIS/R process and the NEPA and CEQA approval processes. The Final EIS/R is expected to be released in late January 2008. The target date for issuing the Record of Decision and Notice of Determination (ROD/NOD) is March 2008. The technical addenda will be circulated with the Final EIS/R.

Gary discussed the mitigation measures for the preferred alternative. He added that a Citizen's Guide will be created to describe the avoidance, minimization and mitigation measures.

Right of Way: Relocation mitigation will include assistance for tenants and businesses. There will be ongoing coordination with the Presidio Trust to make sure tenants are given advance notice regarding relocation. There will also be compensation for loss of revenue.

Visual and Aesthetics: Mitigation will focus on vegetation and landscaping. All disturbed areas will be re-vegetated once work in that area is complete, however, it may take ten to twenty years for the trees to some of the trees to reach full height. A monitoring plan will also be put in place.

Cultural Resources: A Programmatic Agreement is in being developed along with treatment plans to describe the plan for addressing impacts to the built environment and any inadvertent archeological findings.

Noise: The proposed soundwall south of Armistead Road was determined reasonable and feasible. The Presidio Trust, as the land owner, will determine whether the barrier is approved.

Lindy inquired about which residents will be impacted by the project and how those residents will stay informed about the impacts and the construction schedule.

Gary explained that there will be two main efforts: increased public outreach and a Transportation Management Plan to manage impacts to drivers, bicyclists, pedestrians etc. Individual meetings will be held upon request for interested parties.

Janette Barroca, At-Large, inquired about any analysis conducted after the 5.6 earthquake occurred in October and wondered why there is no earthquake instrumentation on Doyle Drive.

Gary said that there are statewide criteria regarding what structures should have instrumentation. Doyle Drive is expected to be replaced, so instrumentation is not being considered. If the new structure meets the criteria, instrumentation will be installed.

Janette asked if temporary instrumentation could be installed because there is some skepticism regarding whether the project will actually get underway. Lee said that the request will be passed on to Caltrans.

Janette also asked when the construction of Doyle Drive is expected to be complete. Gary said it is construction is anticipated to begin in mid-2010 and end in 2013. Janette inquired about plans to keep Marin residents informed. Gary said public outreach will be conducted for Marin residents as well. Janette inquired about extra buses being offered during construction. Gary said that when construction begins, the need for buses will be determined, especially for weekend closures.

Ruth Gravinias, a member of the public, stated she was happy that the best management practices established for the project are consistent with sustainability for stormwater treatments. She commended the efforts of the team to inform and include interested parties.

Gary said that the plan for the stormwater had been updated and a new version could be sent to her. He added that stormwater will most likely be treated onsite.

A member of the public inquired about why the wetlands mitigation sites do not mention Morton Ballfield, upstream from Tennessee Hollow.

Gary said that it will be a three-tier system. The first will consist of areas of enhancement, then replacement in-kind and, lastly, support other Park Service or the Presidio Trust projects on-site. He added that the wetlands report will be available on the Doyle Drive website as soon as it is completed.

Paul Epstein suggested a viaduct collection system for water runoff on Highway 1, south of the MacArthur tunnel construction site.

IV. Architectural Criteria

John Karn introduced Lissa McKee, Caltrans, and Ric Borjes, the Presidio Trust, who have been working together to develop the architectural criteria for the project. Lissa is responsible for the Section 106 process review.

Lee commended the pair's efforts.

Lissa reviewed the Section 106 process and the consulting parties involved.

Ric reviewed the character defining elements that were established to guide the development of the criteria.

John added that the design concepts were defined through recommendations from the architectural criteria working group, which is a requirement of Section 106.

Rick Chandler, the Presidio Trust Planning Department, described the nine landscape units determined to be along the Doyle Drive corridor. For each landscape unit, he explained, the mitigated effect, design objective, historic preservation criteria and architectural criteria are being analyzed.

The first draft of the architectural criteria is due out by the end of December. It will be reviewed by interested parties to be refined and then released for wider review, including the subcommittee.

Max DelleSedie, Cow Hollow Neighbors in Action, asked for clarification regarding the Lyon Street Gate versus the Gorgas Gate historical criteria. Gary said that the design refinements include a plan to have the road be a restricted area to prevent it from becoming a cut-through road.

The Presidio Environmental Council requested to be included in any project-related distribution.

V. Update on Public Outreach

Ben Strumwasser, CirclePoint, provided an overview of public outreach activities which included sustainability workshops, stormwater treatment meetings, geotechnical outreach, architectural criteria workshops and group briefings.

He explained that the geotechnical work has been an opportunity to develop a construction communications program and the first time the public is actually seeing activity related to the project. In order to keep residents, tenants and park users informed, signage, a fact sheet, project business cards and an information line have been established.

Regarding the architectural criteria outreach, many small group presentations and briefings were conducted in addition to the workshops.

Jackie Sachs, Authority CAC Member, inquired about when the SFTCA CAC would receive an update about the Final environmental document.

Lee said the Authority CAC would receive a briefing prior to the document going to the Board for approval.

VI. Public Comment

Jackie Sachs inquired about diversions to Park Presidio Boulevard that would be created by the Geary BRT project and the Doyle Drive construction occurring simultaneously. She also asked if Doyle Drive staff is working with the Geary BRT team.

Lee said that Doyle Drive will not be closed, except for very short periods of time. Other projects will be taken into consideration.

A member of the public was concerned about Crissy Field and inquired about where a temporary detour would go.

Tolling Overview

Lee provided a brief overview of the congestion pricing study being conducted by the Authority and the proposed ideas for implementing tolling on Doyle Drive. He explained that there is a gap in the funding for Doyle Drive and there is a strong movement towards user fees to fill it.

The San Francisco study will analyze a toll on Doyle Drive that could vary in amount by the time of day. Legislation needs to be enacted to allow congestion pricing by March 2008.

The Authority believes that a toll will be necessary to close the funding gap. San Francisco has already taxed itself through Proposition K.

A member of the public asked about the rough numbers for the cost of the project.

Lee said \$810 million was the number projected by a report in 2005. Now the cost estimate is nearly \$1 billion.

VII. Adjournment

The meeting was adjourned.

Distribution:

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