



Doyle Drive Environmental and Design Study

Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #16

Meeting Summary

date of meeting: 4/29/03

location: San Francisco County Transportation Authority

subject: Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting

attendees:

Doyle Drive Subcommittee Attendees:

Michael Alexander
William Alich
Max DelleSedie
Gene DeMartini
Paul Epstein
Becky Evans
Joan Marie Girardot
Redmond Kernan
Norman Rolfe
Jackie Sachs
Patricia Vaughey

San Francisco County Transportation Authority

Lee Saage
Paul Ward

Other Participants

Dick Tilles, Presidio Trust
Rick Foster, NPS
Nidal Tuqan, Caltrans
Jared Goldfine, Caltrans
Abby Emadzadel, Caltrans

MPA Design

Michael Painter

Doyle Drive Subcommittee Absentees:

Janette Barroca
Lindy Beasley
Rich Coffin
Gloria Fontanello
Vera Gates
Tony Imhof
Michael Marston
James Maxwell
Ronald Mulcare
Fred Rodriguez
Kate Sears

Parsons Brinckerhoff

Gary Kennerley

Public Affairs Management

Kay Wilson
Kassie Wilner

summary:

I. Meeting Purpose/Agenda Review and Minutes

Lee Saage, the Authority, reviewed the meeting agenda and purpose, and presented the minutes from the November 17, 2003 meeting. No revisions were made.

At the request of the Subcommittee, Lee provided a brief update on the California state budget and its impacts on this project.

Lee explained that the Authority has entered into a contract with the state under Bill AB3090. This contract will allow the Authority, as the local agency, to advance the funds needed to keep this project going and be paid back by the state with future STIP funds. Therefore, the Authority will use some of the \$90 million of local Proposition K dollars allocated to this project to fund the environmental and design phases of the project by counting on future

STIP funds for use during the construction phase. Funding for the \$48 million estimated cost of design is in place from a combination of sources including state funds controlled by Caltrans, regional funds controlled by Metropolitan Transportation Commission (MTC), local Proposition K, and the State Highway Operations and Protection Program (SHOPP).

Michael Alexander reported that a 1993 USA Today article listed Doyle Drive as the 5th most dangerous roadway and asked, if the other four have been repaired, is Doyle Drive now the most dangerous, in terms of structural sufficiency.

Lee replied that he has not seen safety data to support that inference, but that Doyle Drive has a sufficiency rating of 2 on scale of 0-100, with 100 being perfect.

Michael asked where the replacement of Doyle Drive stands on the state and federal priority lists.

Nidal Tuqan, Caltrans, replied that Caltrans ranks Doyle Drive #1 in the state and has allocated most of the SHOPP funds to this project.

Joan Marie Girardot asked how much has been spent on the project to-date. Lee replied approximately \$8 million.

II. Update on the Public Meeting and Comments Received

Kay Wilson, PAM, provided an update on the Public Meeting held on February 23, 2004. Kay reported that approximately 120 people attended. There were 24 comments received (written and verbal), 13 of which expressed support for the provisional decision to screen out Alternatives 3 and 4, and there were none that opposed the provisional decision. She also reported that the project team has been making update presentations to San Francisco neighborhood groups.

III. Update on Design Options for Alternative 5

Gary Kennerley, PB, provided an update on design options under consideration for the Parkway Alternative (Alt. 5).

There was discussion of the plans to restore Halleck Street to its historic alignment.

Gary explained that the material that would be removed during tunnel excavation is balanced with the amount of fill needed elsewhere on the project.

Gary explained that Alt. 5 includes plans to restore the bluff, which requires the removal of Building 204.

Redmond Kernan asked about the status of the Section 106 process and indicated that he has not yet been contacted to participate in his role with the Fort Point and Presidio Historical Association.

Gary replied that the feasibility study has been completed and technical work is just now beginning.

Joan Marie Girardot asked for further definition of standards used to restore a historic alignment like the proposed Halleck Street realignment.

Jared Goldfine replied that there will be an evaluation and a Finding of Effects document that can be reviewed by this Subcommittee.

Michael Alexander explained that the definition of historic can vary because it is based on broad standards and the judgment is determined by professionals on a case by case basis. In

the case of Halleck Street, he believes the plan to restore the alignment to the historic alignment is an effort to restore the relationship between the Main Post and the water, where there was a wharf that was one of the historic uses of the Presidio.

Lee suggested that Joan get in touch with historians working at the Presidio for further information.

Gary reported that Alternative 5 is currently being carried forward with two design options for access to the Palace of Fine Arts. A design team will continue meeting in an effort to select one option.

Max DelleSedie commented that he would prefer better ingress and egress for people accessing the Exploratorium from the North (Marin County).

Joan asked if anyone on the Subcommittee knows who Rec Park is considering to rent the building once the Exploratorium moves out.

Gary suggested that it will likely be an equivalent kind of tenant in terms of visitation and parking demands. Lee offered to try to get more information on what Rec Park is planning.

Lee discussed the direct connector/Merchant Road slip ramp that was in the Alternative 5 plans to eliminate the weave for vehicles traveling north to the overlook. He said the team is still looking the option and doing traffic simulations to see if there is enough value to justify the cost.

Joan asked if the team had considered combining elements of Alternatives 2 and 5.

Lee replied that this topic will be covered in his report on the Executive Committee meeting.

IV. Update from Executive Committee Meeting on March 30, 2004

Lee provided an update on topics covered at the last Executive Committee Meeting held on March 30, 2004.

Lee explained that recent versions of the Alternative 2 plans have included a Richardson slip ramp. This slip ramp is slated for construction as mitigation provided by the Presidio Trust for the traffic impacts of the Letterman development and had been seen to be an existing condition when a Doyle Drive alternative is selected. However, the Authority has come to learn that because the slip ramp does not meet Caltrans design criteria, Caltrans has only approved its construction as a temporary facility until a Doyle Drive alternative is selected. Therefore, the slip ramp has been disapproved by Caltrans and will be removed from future Alt. 2 plans. Alternative 2, Replace and Widen, will now not meet one of the projects design goals because it won't provide direct Presidio access. The project team is looking at a mix and match method to come up with a design option for Alt. 2 that looks similar to the east end of Alt. 5. Federal criteria would allow the selection of Alt. 2 without direct presidio access even if it is in the objectives even though it would not be popular.

Michael Alexander posed the question, if the existing roadway is not compatible with a National Park, wouldn't the Replace and Widen Alternative be more incompatible and wouldn't it make that a less preferred alternative. He suggested putting the money in "winning options".

Redmond Kernan stated that the project needs even-handed alternatives and noted that Alt. 2 is the less expensive alternative.

V. Report on Upcoming Design Charrette for Mason/Marina/Lyon Intersection

Kay Wilson gave a report on efforts underway to schedule a series of three design charrette meetings for agencies and members of the community to identify the problems at the intersection and work towards an agreeable redesign recommendation. Kay announced that all Subcommittee members will be invited to participate. Dates have not been selected yet.

Patricia Vaughey asked for notification of the dates for her newsletter. Joan Marie Girardot asked for notification of the dates for an upcoming meeting.

Michael Painter recommended starting the charrettes in late-May instead of June because people take summer vacations.

Kay read the preliminary list of stakeholders and Subcommittee members made additional suggestions.

Lee added that the team is planning an initial meeting with the appropriate City Departments and the Presidio. Date selection and notification will follow.

Joan suggested including SF City Planners, specifically Paul Maltser, who could discuss the City's General Plan in relation to the redesign of this intersection.

Redmond suggested looking at the timing of the lights being varied for weekday, weekend, AM, PM.

VI. Review Updated Project Schedule

Gary Kennerley discussed the updated project schedule.

Kay announced that the next Subcommittee meeting will be held in approximately 3-4 months.

Patricia asked if the team had considered hosting a design charrette at the next Subcommittee meeting to discuss the entry to Gorgas Avenue. Lee replied he would consider the idea.

Redmond asked when project mitigations will be determined. Lee replied that adverse environmental effects, mitigation strategies, and the range of mitigations will be included in the DEIR/DEIS. Mitigations will be selected for the FEIR/FEIS. Lee agreed to bring the mitigation strategies to the Subcommittee for discussion once they are available.

VII. Public Comment

There were no public comments.

ACTION ITEM TRACKING CHART

MEETING DATE	ACTION DESCRIPTION	RESPONSIBLE	DATE DUE	DATE COMPLETED

Distribution:

- All Subcommittee Members
- Leroy L. Saage
- Jose Luis Moscovich
- Paul Ward
- Susan Killen
- Kay Wilson