



SOUTH ACCESS TO THE GOLDEN GATE BRIDGE - DOYLE DRIVE

Project Update

September 2005

San Francisco County Transportation Authority

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PRESERVING ACCESS TO THE GOLDEN GATE BRIDGE

DOYLE DRIVE SERVES AS THE SOUTHERN APPROACH TO THE GOLDEN GATE BRIDGE, winding one and a half miles through the Presidio of San Francisco. The Presidio of San Francisco is a park like no other. Once the Army's premiere West Coast installation, the Presidio is now a National Historic Landmark District and part of the Golden Gate National Recreation Area, the world's largest national park in an urban setting. The San Francisco County Transportation Authority (the Authority), the Federal Highway Administration (FHWA), and the California Department of Transportation (Caltrans) are conducting engineering studies and preparing a joint federal and state Environmental Impact Statement/Environmental Impact Report, to evaluate design alternatives for replacing Doyle Drive. The purpose of the project is to improve the seismic, structural, and traffic safety of the roadway within the setting and context of the Presidio of San Francisco. Originally constructed in 1936 with narrow lanes, no median, and no shoulders, Doyle Drive is approaching the end of its useful life. Structural degradation caused by age, heavy traffic, and exposure to salty air could lead to loss of the facility.

ENGINEERING & ENVIRONMENTAL STUDIES NEAR COMPLETION

The Authority, FHWA, and Caltrans are working closely with other cooperating agencies and a citizens advisory committee to refine and analyze alternatives selected during the scoping and screening phase of the South Access Project.

These agencies held a public meeting in February 2004 to present five alternatives developed for the South Access Project and to solicit public comment on reducing the list of alternatives from five to three. Alternative 1 is the No-Build Alternative always required as a basis of comparison. Alternative 2 would replace the existing elevated viaduct with a similar but wider structure. Alternatives 3 and

4 called for single, long tunnels through the Presidio. Alternative 5 would replace Doyle Drive with a roadway designed as a Parkway and featuring two short, shallow tunnels. Supported by a recommendation from the Doyle Drive Citizens Advisory Committee, the Authority and other lead and cooperating agencies concluded that Alternatives 3 and 4 should be removed from further consideration within the EIS/EIR and efforts focused on the three remaining alternatives: Alternative 1, No-Build; Alternative 2, Replace and Widen; and Alternative 5, Presidio Parkway. The project alternatives and design options are described on the back of this page.

The Authority has completed preliminary engineering and detailed technical analysis of Alternatives 1, 2, and 5. These findings will be presented in the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) expected to be released for public review in December 2005. Following a 60-day public review period during which a public hearing will be held, a Preferred Alternative will be selected and a Final EIS/EIR will be issued. Following public circulation of the Final EIS/EIR, the Federal Highway Administration and the San Francisco County Transportation Authority will issue the Record of Decision and Notice of Determination as the respective federal and state lead agencies.



Existing Doyle Drive Aerial View

South Access Project Advances

2005	Release Draft EIS/EIR Begin 60-day Public Review Period
2006	Select Preferred Alternative
2006	Release Final EIS/EIR
2007	Detailed Design Begins
2009	Begin Construction
2012	Complete Project

PROJECT ALTERNATIVES RESPOND TO REGIONAL NEEDS

No-Build (ALTERNATIVE 1)

The No-Build Alternative would retain the existing Doyle Drive in its current configuration, with six narrow traffic lanes and no median barrier or shoulders. There would be no major improvements to the seismic, structural, or traffic safety of the roadway. The No-Build Alternative provides the baseline for existing environmental conditions and future travel conditions against which all other alternatives are compared.

Replace and Widen (ALTERNATIVE 2)

This alternative would replace the existing Doyle Drive with a new facility similar to the existing one but built to meet the most current seismic and structural design standards. The new facility would be constructed in a similar location as the existing structures and widened to improve traffic safety while minimizing the impacts to the Presidio. The Replace and Widen Alternative includes two options for the eastern half of the project:

- The No Detour Option would construct the new facility about two meters (six feet) above and on both sides of the existing structure. Traffic would be incrementally shifted to the new facility as it is widened over the top of the existing structure.
- The With Detour Option would construct a temporary detour facility to the north of the existing Doyle Drive to maintain traffic through the construction period. On completion of the new facility, the detour would be removed.

Presidio Parkway (ALTERNATIVE 5)

The Presidio Parkway Alternative would replace the existing Doyle Drive with a new six-lane parkway (plus an eastbound auxiliary lane between the Park Presidio interchange and a new Presidio access at Girard Road). The parkway would have wide landscaped medians and continuous shoulders and would consist of a high-viaduct, two short tunnels, and a low causeway over a depressed Girard Road.

This alternative includes several design options:

- Configuration of the east end of the project to improve local access to the Presidio
- Configuration of the Park Presidio interchange to minimize impacts
- Access improvements to Merchant Road and the Golden Gate Bridge visitor center



Replace and Widen (Alternative 2)



Presidio Parkway (Alternative 5)

Lead, Cooperating, & Responsible Agencies

San Francisco County Transportation Authority

Federal Highway Administration

California Department of Transportation

Golden Gate Bridge and Highway District

Golden Gate National Recreation Area/National Park Service

The Presidio Trust

Department of Veterans Affairs

Doyle Drive Citizens Advisory Committee

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TRANSPORTATION AUTHORITY INVITES PUBLIC PARTICIPATION

The Authority is conducting a comprehensive outreach program that actively involves the public and other interested parties and ensures that the study results and conclusions reflect community needs and agency requirements. A twenty-three member citizens advisory committee has participated in project

development and this group's meetings are open to the public. The public can also stay involved by joining the project mailing list, monitoring the project web site, and attending public meetings. The web site is updated regularly as the project advances through major milestones of the engineering and environmental

studies. Availability of the Draft EIS/EIR for public review will be announced on the web site as well as through the media and the project mailing list. The public will be invited to review the Draft EIS/EIR and provide comments on the document and the selection of a Preferred Alternative.

LEARN MORE ABOUT THE SOUTH ACCESS PROJECT

For more information or to join the project mailing list, contact Lee Saage at **(415) 522-4800** or visit the project web site at **www.doyledrive.org**

Please mail written comments to:

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