



## Doyle Drive Environmental and Design Study

### Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting #6

#### *Meeting Summary*

***date of meeting:*** 1/30/01

***location:*** SFCTA

***subject:*** Doyle Drive Subcommittee of the Citizens Advisory Committee Meeting

#### ***attendees:***

##### Doyle Drive Subcommittee Attendees:

Michael Alexander  
William Alich  
Janette Barroca  
Lindy Beasley  
Max DelleSedie  
Paul Epstein  
Becky Evans  
Gloria Fontanello  
Joan Marie Girardot  
Tony Imhof  
Leo Paul Koulos  
Ronald Mulcare  
Norman Rolfe  
Jackie Sachs  
Jack Spring  
Patricia Vaughey

##### Doyle Drive Subcommittee Absentees:

Gene DeMartini  
Jack Foss  
Vera Gates  
Redmond Kernan  
Michael Marston  
Roger Peters  
Kate Sears

##### San Francisco County Transportation Authority

Leroy Saage  
Andrew Nash

##### Other Participants

D. Elizabeth Field  
Jim Maxwell, Marina Merchants Association  
Jennifer Gridley, Cow Hollow Association  
Michael Spiegel  
George Meridon  
Rick Foster, NPS  
Fred Foote, Exploratorium  
Maurice Palumbo, GGBHTD

##### Parsons Brinckerhoff

Dina Potter

##### DKS Associates

Joe Story

##### Public Affairs Management

Kay Wilson  
Kristy Ranieri

#### ***summary:***

##### **I. Review and Approval of the November 9 Meeting Summary**

Lee Saage, SFCTA, asked if anyone had comments or revisions to the November 9 meeting summary. Norman Rolfe made two edits to the third paragraph under Section 5. The word "promotion" should be changed to "motion" and the sentence "professional bus drivers are better able to handle the smaller areas," should be changed to "professional bus drivers have better control of their vehicles."

##### **II. Project Status Report**

Dina Potter, PB, reported that the archaeological coring program was completed on December 30, 2000. Further studies will be conducted to identify the archaeological resources and their locations.

Susan Killen, PB, reported that data had been compiled to identify the environmental impacts of the alternatives. Buildings from the Cold War are now included as historic structures. There are six to seven historic sites that have been identified within the proposed construction area. Several wetlands have been identified in addition to the Crissy Field wetland. Noise analysis will be conducted for the Presidio, Marina, and Cow Hollow neighborhoods.

Dina Potter, PB, reported that the preliminary design drawings of the alternatives were submitted to agencies for their input. Traffic studies continue for the Park Presidio, Doyle Drive Boulevard Alternative, and the No-Marina Access Option alternatives to complete screening. The screening is targeted to be finalized soon.

### **III. Status of Project Schedule**

Dina Potter, PB, reported that the schedule has a three-month delay for the Draft Environmental Impact Statement/Environmental Impact Report release. The new targeted release date for the DEIS/DEIR is late Summer 2001. The overall scope for the project has increased and the extensive archaeological work and research have delayed the schedule. The DEIS/DEIR circulation to the public is scheduled for late Fall 2001.

### **IV. Status Report on Key Subcommittee Issues Raised at the November 9 Meeting**

#### **a) Narrower Lane Widths on Doyle Drive**

Dina Potter, PB, stated that the project team met with Caltrans to discuss the possibility of designing 11-foot vehicle lanes instead of standard 12-foot lanes. The Federal Highway Administration's policy requires 12-foot lanes, and at this stage Caltrans is not willing to violate the policy without a good and specific reason. The Caltrans policy for 12-foot lanes is their standard based on safety.

Lee Saage, SFCTA, noted that Caltrans has a lot of data from studies that analyzed driver behavior. For example, one study that measured driver behavior and driver speed indicated that there was little difference in driver behavior when the lanes are narrower. Caltrans is not willing at this stage to make a categorical decision to violate Federal Highway Administration policy unless there is a good reason to do it. Lee stated that as the study progresses, if the project team identified specific constraints that demonstrate a good argument for changing the policy, such as avoiding an impact to a cultural resource by slowing the design speed, then the Subcommittee would revisit the topic.

#### **b) Various Design Speeds**

Dina Potter, PB, reported on a question raised by a Subcommittee member regarding the impact or difference the design speed makes on the radius of the mainline curves. Dina reviewed a diagram that showed the differences of the design curve at 25, 35, and 45 miles per hour. The results show that the smaller the radius of the curve and the slower the design speed, the farther north the curved roadway is pushed.

Leo Koalas asked what the positives would be if the warehouses on Gorgas Street were not historical and could be removed. Dina Potter responded that it would be easier to develop an alignment, but noted that the warehouses are historical structures.

Michael Alexander stated that it would be useful to have a list the constraints that the project team is working under in order to better evaluate the alternatives. Lee Saage, SFCTA, said that a list of the project constraints would be provided on March 7 at the tour.

Rick Foster, National Park Service, noted that the Presidio is a national landmark because of its history as a military base. There are certain structures, such as the Gorgas warehouses, that contribute to the history and as various projects start to reduce the number of contributing structures then the landmark becomes eroded. There is a risk that the landmark could lose its status. It is the goal of the National Park Service to save as many contributing structures as possible.

Paul Epstein noted that the west intersection is not on the current drawings. He stated that the Doyle Drive study must include the connection of Doyle Drive to Bank Street, not only as the Park Presidio Alternative. This section of road is 70 years old and needs to be upgraded to meet Doyle Drive.

After some clarifying discussion, Lee Saage, confirmed that the project includes the interchange with Doyle Drive and Highway 1 and that the improvements extend south of the interchange, to the portal of the tunnel. The project does not extend through the tunnel. It was then agreed that this intersection should be noted on the project maps to avoid confusion.

Michael Spiegel, a Marina resident, noted that combinations of alternatives are important. One example of this is the Park Presidio alternative in combination with another alternative. Lee Saage clarified that combinations are possible, but the screening process does judge some alternatives on the basis of feasibility to determine if they should be further studied.

**ACTION ITEMS:**

- ~~///~~ Provide the Subcommittee with a list of constraints at the March 7 project tour. – Dina Potter
- ~~///~~ The interchange of Highway 1 and Doyle Drive should be included on the alternative drawings. – Dina Potter

**V. Committee Discussion: Selected Issues**

**a) Tunnel Extension to Lyon Street**

Dina Potter, PB, reported on impacts of a tunnel extension to Lyon Street because of a request to do so at a previous Subcommittee meeting. The issue was extending the tunnel portal to Lyon Street rather than within the Park. Dina presented a typical section, plan, and perspective of two scenarios to demonstrate the design. The tunnel options were presented to provide information and are not included in the alternatives. The Subcommittee was asked to provide input on the tunnel options that were presented.

Dina Potter, PB, stated that an advantage of a tunnel is that it would connect the Palace of Fine Arts and the future digital center. The biggest disadvantages include impacts to the neighborhoods such as noise, views, etc. Also, the extended tunnel would preclude a transit stop in the area. One of the tunnel options would provide three lanes and then reduce to two lanes at Richardson Street. The residents on Richardson would be right on the tunnel and it would require right-of-way in the tunnel corridor.

Patricia Vaughey noted that the noise pollution would be unacceptable with the extended tunnel.

Max Dellese die stated that the tunnel extensions were a complete disaster and the impacts are awful.

Joan Fontanello noted that the Michael Painter plans were a different type of design. The original committee agreed on the vistas, the Palace of Fine Arts, and the designs slowed traffic. The original designs encompassed a different kind of mentality. Michael Painter's plan always looked at Gorgas Street.

Patricia Vaughey noted that economically for the merchants the tunnel extension would not be feasible.

Norman Rolfe stated that the tunnel extension idea is disastrous. The Subcommittee discussed the issue further and decided that the tunnel extension was not favored.

Lee Saage, SFCTA, stated for clarification that the two tunnel options are not currently proposed as alternatives to move forward. The information is being provided in response to a question

raised by a Subcommittee member and is provided for information. Lee noted that the majority of the group felt the eastern tunnel option should be deleted from further consideration.

Tony Imhoff stated that he raised the original question about the extended tunnels because the Cow Hollow Association was interested in creating a visual connection between the meadow by connecting the digital arts property and the Palace of Fine Arts into the Marina.

Michael Alexander stated that the alternative designs are not what he considers good design. The designs have not progressed for months and do not resemble the good designs of the Doyle Drive Task Force. The tunnel extensions are an example of how the Subcommittee is not seeing design that is optimal.

Lee Saage, SFCTA, accepted the comment and noted that it is certainly the intent of the project team to apply good design, but it becomes more difficult when the design has to function for a variety of stakeholders. Lee accepted the challenge to improve the designs.

#### **b) Transit Center/Transfer Facility Options**

Joe Story, DKS Associates, reported on some of the transit components of the Doyle Drive project. One reason that transit is important is that there are about 18,000 transit riders that use Doyle Drive currently. A transit working group was formed to initiate ideas for incorporating transit into the Doyle Drive project and eventually transit alternatives will be introduced into the EIS/EIR document.

Three types of transit centers are under consideration: 1) Timed or "pulse" transfer center, 2) Casual transfer center with layover capacity, and 3) Casual transfer center with a load and go operation. The time center would coordinate transit time schedules to allow transfers between the different transit systems, is more difficult to operate and takes more space. The casual transfer center would have a smaller footprint and does not provide time sensitive transfers between systems.

The transit-working group recommends the third option of a casual transfer center with load and go capabilities. The design principles include making the center safe for riders and bus operators, safe for pedestrians and bicyclists that use transit, rider information and a center that is aesthetically sensitive to the community and surroundings.

Three types of operations that the team is looking at include existing services and operations, some possible rerouted lines to increase service to the area, and optimum connectivity principle (designing Doyle Drive to accommodate an optimum transit connectivity).

Two locations for a transit center are being considered one near the Letterman Center/Palace of Fine Arts and the other at the Golden Gate Bridge toll plaza area. The traffic model will provide information on the best location at each end for the transit center. The transit center will be designed to be safe and aesthetically pleasing. Lighting options for the transit center will be considered. Access options for the transit center are being studied. There will be a Presidio shuttle and the transit center will be within walking distance of the shuttle stops. The project will not include recommending new transit routes, but the transit center will be designed to accommodate future bus rerouting.

Michael Alexander stated that the presentation was further validation of his previous point, that these are "clunky" access road designs and to incorporate space consuming functions creates less than optimal designs. He feels that the project team is not thinking out of the box. When the initial design is a problem, everything that is added becomes a problem. Michael stated that the identification of the different elements of the transit program was comprehensive.

#### **c) Toll Plaza/Merchant Street Improvements**

Dina Potter, PB, reported on improvements to Merchant Street improvements. The Doyle Drive project team will recommend that an operational study be done for the toll plaza area as a follow-up project. The Doyle Drive project will specify operational requirements for a transit center at the toll plaza area. The SFCTA has tentatively agreed with the staff at the Golden Gate Bridge Highway and Transit District to jointly pursue an additional planning study for the toll plaza area.

**VI. Action Items**

Lee Saage reported that the action items from the last meeting had been completed.

**VII. Upcoming Meeting Dates**

A walking tour of the Doyle Drive corridor is scheduled for Wednesday, March 7 at 2:30 p.m. The next Subcommittee meeting is Thursday April 19.

**VIII. Public Comment**

George Meridon, a property owner at the Cow Hollow/Richardson Avenue triangle stated that the Doyle Drive project would have a profound and enormous impact on the quality of life on this area. There should not be such of an enormous expense and compromise on the part of the neighborhoods in order to develop the design. Changes should be on the Presidio instead of in the neighborhood.

**distribution:**

- All Subcommittee Members
- Leroy L. Saage
- Dina Potter
- Susan Killen
- Kay Wilson
- Kristy Ranieri
- Michael Painter

**Doyle Drive Subcommittee  
of the Citizens Advisory Committee**

**ACTION ITEM TRACKING CHART**

MEETING DATE	ACTION DESCRIPTION	RESPONSIBLE	DATE DUE	DATE COMPLETED
1/30/01	Provide the Subcommittee with a list of constraints at the March 7 project tour.	Dina Potter	3/7/01	3/7/01
1/30/01	The west intersection of Highway 101 and Doyle Drive should be included on the alternative drawings.	Dina Potter	For Future Drawings	NA