

1 [Preferred alternative for the South Access for the Golden Gate Bridge: Doyle Drive Project]

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3 **Resolution Approving the Preferred Alternative for the South Access for the Golden**
4 **Gate Bridge: Doyle Drive Project.**

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6 WHEREAS, Doyle Drive, also know as Route 101, is the primary access route between
7 the Golden Gate Bridge and significant portions of San Francisco and is structurally and
8 seismically unsound; and

9 WHEREAS, The Federal Highway Administration (“FHWA”), California Department of
10 Transportation (“Caltrans”) and San Francisco County Transportation Authority (the
11 “Authority”) are overseeing the reconstruction of Doyle Drive, which is presently in the final
12 planning stages; and,

13 WHEREAS, The Authority has approved, as a preferred alternative for the
14 reconstruction of Doyle Drive, the Refined Presidio Parkway, a new six-lane facility with a
15 fixed median and shoulders, and southbound auxiliary lane between the Park Presidio
16 Interchange and the new Presidio access at Girard Road, each lane of which would be
17 approximately eleven (11) feet in width (the “Preferred Alternative”); and,

18 WHEREAS, FHWA approved a Final Environmental Impact Statement/Report
19 (“FEIS/R”) and Final Section 4(f) Evaluation for the South Access to the Golden Gate Bridge:
20 Doyle Drive project on October 31, 2008, identified the Refined Presidio Parkway Alternative
21 as the Preferred Alternative, and has concluded that the FEIS/R is legally sufficient for
22 purposes of the National Environmental Policy Act (“NEPA”);

23 WHEREAS, Caltrans has concluded that the FEIS/R is legally sufficient for purposes of
24 NEPA and the California Environmental Quality Act (“CEQA”); and, now, therefore, be it

25 WHEREAS, The Authority certified the FEIS/R on December 16, 2008;

1 WHEREAS, The California State Legislature approved, and the Governor signed,
2 Senate Bill 147 (1974-1975 Session) (the "Marks Bill"), which requires the "specific approval
3 of the Board of Supervisors of the City and County of San Francisco by the adoption of a
4 resolution" for any widening of Doyle Drive within certain sections "to more than six lanes of
5 12 feet in width each, and a concrete median barrier to separate traffic"

6 WHEREAS, In order to complete planning review of the proposed reconstruction of
7 Doyle Drive, the Authority seeks approval of the Board of Supervisors for the preferred
8 alternative, as required pursuant to the Marks Bill; and, now, therefore, be it

9 RESOLVED, That the Board of Supervisors hereby approves the Doyle Drive Preferred
10 Alternative, solely for the purpose of compliance with the Marks Bill.

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