

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

2 **Resolution Approving the Preferred Alternative for the South Access for the Golden**
3 **Gate Bridge: Doyle Drive Project.**
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5 WHEREAS, Doyle Drive, also know as Route 101, is the primary access route between
6 the Golden Gate Bridge and significant portions of San Francisco, and is structurally and
7 seismically unsound; and

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

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

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

22 WHEREAS, Caltrans has concluded that the FEIS/R is legally sufficient for purposes of
23 NEPA and the California Environmental Quality Act (“CEQA”); and
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1 WHEREAS, The Authority certified the FEIS/R on December 16, 2008 and adopted
2 findings under CEQA as part of its approval of the Preferred Alternative; and

3 WHEREAS, The California State Legislature approved, and the Governor signed,
4 Senate Bill 147 (1974-1975 Session) (the "Marks Bill"), which requires the "specific approval
5 of the Board of Supervisors of the City and County of San Francisco by the adoption of a
6 resolution" for any widening of Doyle Drive within certain sections "to more than six lanes of
7 12 feet in width each, and a concrete median barrier to separate traffic"; and

8 WHEREAS, In order to complete planning review of the proposed reconstruction of
9 Doyle Drive, the Authority seeks approval of the Board of Supervisors for the preferred
10 alternative, as required pursuant to the Marks Bill; and

11 WHEREAS, the Board of Supervisors is a "responsible agency" under CEQA for
12 approval of the Preferred Alternative and the Board of Supervisors has considered the FEIS/R
13 and has reviewed the findings adopted by the Authority, which has primary responsibility for
14 implementing the Preferred Alternative and the mitigation measures; and, now, therefore, be it

15 RESOLVED, That the Board of Supervisors hereby approves the Doyle Drive Preferred
16 Alternative solely for the purpose of compliance with the Marks Bill, and adopts the CEQA
17 findings approved by the Authority, including the statement of overriding considerations and
18 the Mitigation Monitoring Plan, and incorporates the same in this Resolution by this reference
19 thereto.