

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# <i>(required)</i> SF-991030				
TIP ID# <i>(required)</i> SF-991030				
Air Quality Conformity Task Force Consideration Date April 2012				
Project Description <i>(clearly describe project)</i> Doyle Drive is an approximately 1.5 miles long freeway and forms the southern approach of Route 101 to the Golden Gate Bridge. It is a critical link for traveling between the San Francisco Peninsula and the North Bay. Currently, over 91,000 vehicles use Doyle Drive every weekday. The freeway, built in 1936 has reached the end of its useful life. Short-term improvements to keep the existing highway structures safe are no longer cost effective and the existing structures have structural sufficiency ratings below recommended levels, and so need to be replaced. The Doyle Drive Replacement Project extends from the Golden Gate Bridge Toll Plaza on the west to Broderick Street on the east, and includes Richardson Avenue, Gorgas Avenue and Marina Boulevard. On the eastern end of the project area, access to Doyle Drive is provided via two approaches: one beginning at the intersection of Marina Boulevard and Lyon Street and the other at the intersection of Richardson Avenue and Lyon Street. Access is also provided where Veterans Boulevard (Route 1) connects to Doyle Drive approximately one mile west of the Marina Boulevard approach.				
Type of Project: Change to existing State highway				
County San Francisco	Narrative Location/Route & Postmiles Route 101 PM9.0/9.8, SR1 PM6.8/7.1 Caltrans Projects – EA# 163700			
Lead Agency: San Francisco County Transportation Authority				
Contact Person Lee Saage	Phone# 415 522-4812	Fax# 415 522.4829	Email lee.saage@sfcta.org	
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input checked="" type="checkbox"/> FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: April 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	-	10/2008	NA	10/2009
End	10/14/2008	01/2013	NA	12/2015
Project Purpose and Need (Summary): <i>(please be brief)</i> The purpose of the Project is to improve the seismic, structural and traffic safety of Doyle Drive within the setting and context of the Presidio of San Francisco and its purpose as a National Park.				

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Surrounding Land Use/Traffic Generators (*especially effect on diesel traffic*)

Over 91,000 vehicles use Doyle Drive every weekday. Typically, 80% of the vehicles travelling on the facility come from or are going to the golden Gate Bridge. The remaining 20% of the trips originate and end in San Francisco. The total percentage of truck traffic (diesel fueled and other) is approximately 1.13% of the total.

Brief summary of assumptions and methodology used for conducting analysis Traffic counts have been provided from a variety of sources, including Caltrans, the Presidio Trust, and the Golden Gate Bridge, Highway and Transportation District. The count data from these files is available as raw data from each agency upon request. The truck volumes were sourced from the Caltrans Traffic and Vehicle Data Systems.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No applicable. See Design Year below.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

See Table 1 below for highway volumes, densities, and LOS (source: Doyle Drive FEIS/R).

At mile post 9.4 (San Francisco, Jct. Rte 1) of 101, truck ADT is 893 and 1.13% of total vehicles (source: 2008 Annual Average Daily Truck Traffic on the California State Highway System).

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Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not applicable. See Design Year below.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See Table 2 below for intersection delay and LOS (source: Doyle Drive FEIS/R).

At mile post 9.4 (San Francisco, Jct. Rte 1) of 101, truck ADT is 893 and 1.13% of total vehicles (source: 2008 Annual Average Daily Truck Traffic on the California State Highway System).

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Note applicable.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

This is a safety project, not a congestion relief project. No capacity is added as a result of this project and the project will result in a very small increase in vehicles miles traveled (< 2.5 percent) over the Future No Project scenario.

There are no transportation impacts requiring mitigation resulting from the Preferred Alternative. Permanent impacts of the Preferred Alternative reflect those identified below:

- Intersection operations will not worsen beyond the base condition (No-Build).
- No additional segment level of service deficiencies are anticipated beyond those identified in the base condition.
- No additional weaving deficiencies are anticipated for segments beyond the base condition. The weaving deficiency for US 101 southbound between the Merchant Road entrance ramp and Veterans Boulevard exit ramp will be improved by a second lane on the exit ramp.
- A pedestrian sidewalk adjacent to Doyle Drive through a north side pedestrian sidewalk will be removed, but parallel trails will provide a more suitable pedestrian environment. The Presidio Trust Strategic Plan, Fiscal years 2005 to 2009, includes a compliance strategy for sidewalks within the Presidio, including the parallel trails and ADA compliance for streets, sidewalks and bus stops.
- No adverse impacts are identified to bicycle routes.

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Comments/Explanation/Details *(please be brief)*

The Project will result in a very small increase in vehicles miles traveled (< 2.5 percent) over the Future No Project scenario, and the Project will result in improved traffic flow and vehicle speeds and will result in decreases in idling, and thus, the Project will have a “neutral or positive” influence on PM_{2.5} or PM₁₀ emissions.

The estimated VMT at peak times, demonstrating <2.5 percent increase over the 2030 No Build scenario is shown below (source: Doyle Drive FEIS/R). The project is not forecast to result in an increase in the percent of truck traffic compared to the 1.13% of truck traffic in 2008.

Scenario	Vehicle Miles Traveled	
	AM Peak	PM Peak
2000 Base	61,500	69,600
2030 No Build	69,500	77,400
2030 Preferred Alternative	70,400	79,500

TABLE 1: Highway Level of Service

No.	Location	Dir	Criteria	Base Year	Design Year	Design Year
					Parkway Diamond Option AM Peak Hour	Parkway Diamond Option PM Peak Hour
1	US 101 from the Merchant Drive Ramps to Veterans Blvd	SB	Hour Volume Density / LOS	6150 31 / D	6550 33 / D	5612 28 / D
2	US 101 from Veterans Blvd to Merchant Drive Ramps	NB	Hour Volume Density / LOS	2994 20 / C	5091 26 / C ¹	6448 33 / D
3	US 101 from Veterans to the Marina Blvd Access Ramps	SB	Hour Volume Density / LOS	5203 26 / D ⁵	4951 25 / C	3785 19 / C
4	US 101 from the Marina Blvd Access Ramps to Veterans Blvd	NB	Hour Volume Density / LOS	2049 14 / B	2994 20 / C	4924 34 / D
5	Richardson from the Marina Blvd Access Ramps to north of Lyon St	SB	Hour Volume Density / LOS	3717 39 /	3053 31 / D	2398 24 / C
6	Richardson from north of Lyon St to the Marina Blvd Access Ramps	NB	Hour Volume Density / LOS	1443 14 / B	2743 27 / D ⁵	3355 34 / D
7	Marina Blvd from the Doyle Drive merge to Lyon St	EB	Hour Volume Density / LOS	1486 21 / C	N/A ⁴ N/A ⁴	N/A ⁴ N/A ⁴
8	Marina Blvd from Lyon St to the Doyle Drive merge	WB	Hour Volume Density / LOS	606 9 / A	N/A ⁴ N/A ⁴	N/A ⁴ N/A ⁴

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No.	Location	Dir	Criteria	Base Year	Design Year	Design Year
					Parkway Diamond Option AM Peak Hour	Parkway Diamond Option PM Peak Hour
9	Veterans Blvd from US 101 Ramps to Veterans Blvd Tunnel	SB	Hour Volume Density / LOS	2380 24 / C	2576 26 / C	3094 31 / D
10	Veterans Blvd from Veterans Blvd Tunnel to the US 101 Ramps	NB	Hour Volume Density / LOS	2379 24 / C	3073 31 / D	2792 28 / D
11	US 101 between Veterans on- and off-ramps	SB	Hour Volume Density / LOS	4217 28 / D	4328 29 / D	3190 21 / C
12	US 101 between Veteran Blvd off- and on-ramps	NB	Hour Volume Density / LOS	1601 11 / A	2641 18 / B	4252 28 / D
13	US 101 between Marin County and Merchant Rd (Golden Gate Bridge)	SB	Hour Volume Density / LOS	5780 29 / D	6105 44 / F ²	5734 41 / E ⁵
14	US 101 between Merchant Rd and Marin County (Golden Gate Bridge)	NB	Hour Volume Density / LOS	2862 29 / D	4991 34 / D ³	6500 48 / F ⁵

Notes:

1. If Golden Gate Bridge northbound configuration remains at the current two lanes, this segment would operate at D for all future design year scenarios.
2. If Golden Gate Bridge southbound configuration remains at the current four lanes, this segment would operate at D for all future design year scenarios. However, the analysis also shows that queuing would be extensive on Doyle Drive if this configuration is used, and that queuing on the bridge would be minimal in this configuration.
3. If Golden Gate Bridge northbound configuration remains at the current two lanes, this segment would operate at F for all future design year scenarios.
4. This segment is analyzed as an Urban Street Segment under the two Presidio Parkway Alternative options.
5. Reported Level of Service for this segment is on e classification greater than Thresholds identified in Exhibit 3-11 as density measurement is slightly above the rounded threshold.

Source: DKS Associates, 2004

TABLE 2: AM and PM Peak Hour Intersection Level of Service Results for Preferred Option Design Year

Intersection			Criteria	Design Year		
#	North/ South	East/West		Base Year	Parkway Diamond Option AM Peak Hour	Parkway Diamond Option PM Peak Hour
Signalized Intersections						
1	Lyon	Marina	Delay ¹ LOS	13 B	15 B	14 B

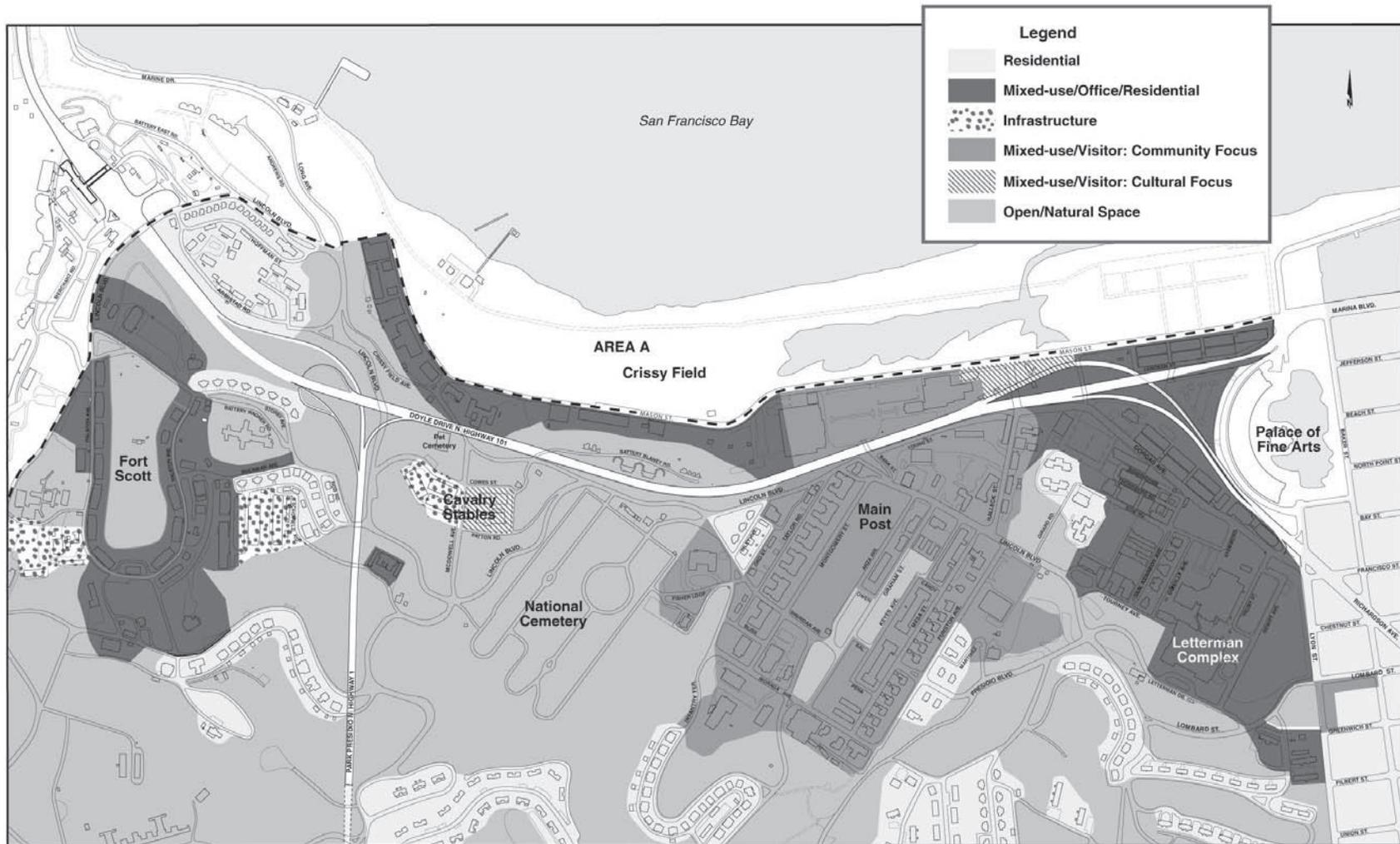
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Intersection				Design Year		
#	North/ South	East/West	Criteria	Base Year	Parkway Diamond Option AM Peak Hour	Parkway Diamond Option PM Peak Hour
Signalized Intersections						
2	101 / Richardson	Francisco	Delay LOS	34 C	38 D	21 C
4	Lincoln (S)	Merchant	Delay LOS	Stop Controlled	14 B	15 B
7	Richardson / 101	Gorgas / Lyon	Delay LOS	- -	16 B	25 C
8	Marina / Girard	Gorgas / 101 SB Ramps	Delay LOS	- -	14 B	14 B
9	Marina / Girard	101 NB Ramps	Delay LOS	- -	9 A	6 A
12	101 / Richardson	Chestnut	Delay LOS	12 B	14 B	17 B
13	101 / Richardson	Lombard	Delay LOS	10 ² B	3 A	3 A
14	101 / Lombard	Broderick	Delay LOS	21 C	13 B	24 C
15	Lyon	Lombard Gate	Delay LOS	Stop Controlled	18 B	17 B
16	Presidio	Pacific	Delay LOS	Stop Controlled	13 B	14 B
17	Veterans	Lake	Delay LOS	17 B	24 C	40 B
Stop Controlled Intersections						
3	Lincoln (N)	GGB Viewing Area	Delay LOS	13 ⁴ B	20 C	12 B
4	Lincoln (S)	Merchant	Delay LOS	10 A	To be signalized in the future	
5	Girard	Lincoln	Delay LOS	<1 A ⁴	16 B	20 C
6	Halleck	Mason	Delay LOS	6 A	7 A	6 A
10	Broderick	Marina	Delay LOS	59 F	35 E	>100 F
11	Divisadero	Marina	Delay LOS	79 F	36 E	>100 F
15	Lyon	Lombard Gate	Delay LOS	29 D	To be signalized in the future	

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Intersection				Design Year		
#	North/ South	East/West	Criteria	Base Year	Parkway Diamond Option AM Peak Hour	Parkway Diamond Option PM Peak Hour
Signalized Intersections						
16	Presidio	Pacific	Delay LOS	16 C	To be signalized in the future	
18 ⁵	Merchant	GGB Viewing Area	Delay LOS	9 A	11 B	10 B
<p>Notes:</p> <ol style="list-style-type: none"> 1. Delay is measured in seconds per vehicle. 2. The intersection proximity between #13 Lombard and Richardson, and #14 Lombard and Broderick, results in spillback for left-turning vehicles at Lombard and Richardson, resulting in additional delay not demonstrated in this intersection level of service analysis. 3. All stop controlled intersections have all way stop controlled approaches except as noted. 4. For two-way stop controlled intersections, the delay and LOS for the worst movement is given. 5. The intersection of Merchant Road and GGB Viewing Area has a free northbound left turn and a free eastbound right turn. The delay has been calculated based on an all-way stop. <p>Source: DKS Associates, 2004</p>						

Exhibit 3-3 Existing Land Use



Source: Presidio Trust Management Plan, 2002.