

## DRAFT

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#### **GMP Common to All - Transportation Elements**

The following actions would be common to all alternatives in the future.

##### **Expand Ferry Access**

As traffic continues to increase on regional travel routes, expanded ferry service will provide an alternative means of travel which often becomes part of the recreational journey rather than only a mode of access. The National Park Service will continue to collaborate with Water Emergency Transportation Authority (WETA), and the San Francisco Port Authority to explore a wide range of future ferry connections, including new links to Fort Baker, Fort Mason and the Presidio. Consistent with regional, multi-agency planning efforts, the National Park Service is evaluating new ferry access for Alcatraz Island to augment the primary direct access from San Francisco. These broad planning efforts seek to improve visitor experience and links between park sites and the regional ferry network. Water taxi access will also be considered as a component of the full network of water-bourn access where fixed route and schedule ferry service may not be warranted.

##### **Extend Historic Streetcar Service – is this really a “Common to All Action” or should this just be a project listed within cumulative impacts or both??**

The proposed extension of Historic Streetcar service from Fisherman's Wharf to the San Francisco Maritime National Historical Park and Golden Gate National Recreation Area's Fort Mason Center is a multi-agency project undertaken by the National Park Service, the San Francisco Municipal Transportation Agency (MTA)/San Francisco Municipal Railway (Muni), and the Federal Transit Administration (FTA). Muni currently operates the F-Line on Market Street and along the San Francisco waterfront to the line's existing terminus at Jones and Beach Streets at Fisherman's Wharf. The proposed historic streetcar extension would continue three blocks (.85 miles) west to San Francisco Maritime NHP, continue through the Fort Mason Tunnel and terminate at the Fort Mason Center.

Extended streetcar service would provide an attractive, non-polluting transit alternative to the 3.5 million visitors per year to the San Francisco Maritime NHP and to the 1.8 million visitors who attend events at the Fort Mason Center. This will help reduce auto trips and parking in historic and environmentally sensitive areas. The streetcar extension will also help improve the mobility of low-income residents who would like to use the National Park Service's (NPS) parklands, recreational facilities, and other northern waterfront attractions, and will provide increased transit options for Marina District residents who want to visit the San Francisco Maritime NHP, Fisherman's Wharf, or other downtown attractions.

## DRAFT

### **Reconstruct Doyle Drive – is this really a “Common to All Action” or should this just be a project listed within cumulative impacts or both??**

This multi-agency project led by the San Francisco County Transportation Authority (SFCTA) to replace Doyle Drive the southern approach to the Golden Gate Bridge. The project includes seismic, structural and traffic safety upgrades the 70 year old roadway. The new parkway will include at-grade, elevated and tunneled portions with an overarching parkway design. Key redesign elements include a re-knitting of the Presidio Main Post landscape and other sections of open space to reconnect wildlife habitat and the Main Post with the bay front at Crissy Field. Specific design elements have been included to reduce vehicle speeds through traffic calming and preserve the cultural landscape of the Presidio. This project will make much needed safety and visual quality improvements to the south approach to the Golden Gate Bridge, a route which serves over 91,000 vehicles on weekdays., while simultaneously reducing impacts to biological, cultural and natural resource. Additionally, the world-class design respects the project setting within a national park, the National Historic Landmark District and surrounding neighborhoods.

This significant regional transportation project is currently in design and construction is anticipated to be complete by 2012. Other collaborating agencies include the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans), the National Park Service, the Golden Gate Bridge Highway, Transportation District, U.S. Department of Veterans Affairs and the Presidio Trust.

### **Trip Planning/Wayfinding On-line**

**The park will pursue improved mapping capabilities to enable visitor trip planning, integrated interpretive information and route planning, and other interactive tools. These website improvements will facilitate a broader understanding of park resources and the full array of transportation modes available to access them.**

### **Congestion Management**

Congestion Management or Transportation Demand Management is a collection of management tools focused on shifting personal travel patterns to off-peak periods, more efficient modes (transit, ridesharing, etc.) and alternative modes (cycling, walking, etc.) to off-set vehicle congestion, particularly during peak periods. Tools can include improving and promoting transit options, shifting employee work hours and congestion fees (tolls, paid parking, etc.) The park will consider a full range of these tools to off-set congestion at park sites in the

## **DRAFT**

future. Typical measures would include trail improvements to encourage cycling, transit improvements and exploration of paid parking policies.