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## Categorical Exclusion Form

**Project:** Traffic Pilots for the Marin Headlands, Golden Gate Bridge and Presidio

**PEPC Project Number:** 81896

**Project Manager:** Darren Brown, Transportation Planner, darren\_brown@partner.nps.gov, 415-561-4933

### **Project Proposal:**

#### **PILOT 1A JUNE 29-JULY 6, 2018**

For the areas north of the bridge, this pilot will test turning the Marin Headlands into a one way system. This configuration is expected to improve traffic flow in the Conzelman Road corridor by adding more parking, reducing turning movement queues, circling, and frustration.

#### Marin Headlands

> Change Headlands into one-way circulation. Left turns at Alexander/US 101 NB and SB off-ramps would be closed. Bunker Road between Barry/Baker Tunnel will be open only inbound will serve as only ingress to park, one-way (signal full-time green) heading west. Conzelman Ave., between McCollough Road and Alexander Ave., would be one way in the eastbound direction (left lane used as parking, right lane used as through). Bikes would be permitted on westbound Conzelman; the temporary parking lane would create a parking-protected contraflow uphill bike lane. Downhill/eastbound bikes would take the lane. In conjunction with these circulation changes, the parking lot at the northwest end of the bridge would be closed.

> Bunker Road would revert to two-way at 4:00. Outbound Barry/Baker Tunnel would be actively managed to maximize outbound flow.

Golden Gate Bridge Weekend Lane Configuration - 3/3 (existing conditions)

Vista Point Parking Lot CLOSED 11:00 AM -5:00 PM

Welcome Center Parking Lot CLOSED 11:00 AM -5:00 PM

#### **PILOT 1B JULY 7-JULY 13, 2018**

Same as Pilot 1A, with the following changes to the Golden Gate Bridge lane configuration. It is expected that this will reduce traffic congestion on US 101 at the bridge approach which would aid both US 101 travelers as well as congestion in the northwestern area of the Presidio.

Golden Gate Bridge Weekend Lane Configuration - 4/2 (NB), 10:00am - 1:00pm

#### **PILOT 1C JULY 14 - JULY 15, 2018**

Same as Pilot 1B, with the following changes:

> Marin Headlands - Add temporary stop sign at Alexander Ave/Conzelman intersection.

> Presidio - Permanent closure of Crissy Field Avenue

> Golden Gate Bridge - Weekend Lane Configuration - 4/2 (SB), times TBD

NOTE: Bridge configuration times will likely be adjusted be based on data and observations from Pilot 1B.

This PEPC is only for Phase 1 Pilots 1A, B, and C. There may or may not be followup pilot hybrids depending on results of these first three. If there are, and before implementation of Phase 2 (Demand Management Strategies, potentially including expansion of existing transit routes and new transit/shuttle routes, and other items) and Phase 3 (Costs, Financial and Implementation Strategies), this PEPC and NEPA/NHPA impact analysis will be amended as necessary or may require a separate PEPC and review.

See Memo, PPT, and Superintendent’s email uploaded in PEPC for more background, details, traffic maps and implementation strategies for operations and safety.

The project proposal was reviewed by the 5X Cultural Resources Assessment Team, June 29, 2018, as “No Adverse Effect” with Stipulations listed below.

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The work will be performed in compliance with the National Environmental Policy Act (NEPA)/Director’s Order 12 Conservation Planning, Environmental Impact Analysis and Decision-Making, and the National Historic Preservation Act (NHPA) under the following conditions.

**NEPA Conditions/NHPA Stipulations:**

1. At such time as any Phase 1 Pilot 1A, 1B and/or 1C changes become permanent, and when any potential physical site effects resulting from Phases 2 or 3 have been designed, Project Manager Darren Brown will consult with the Historical Landscape Architect (Amy Hoke, 561-4753) to integrate any new features into the historic roadways and landscapes.
2. Project Manager will continue to work with NHPA Section 106 Program Manager (Bob Holloway, 561-4976) and the NEPA Program Manager (Larry Miranda, 561-4968) for determinations of NHPA/NEPA compliance pathways, and completion of compliance reviews before implementation of any changes to the proposed Phase 1 pilot projects and Phases 2 and 3, once designed.

**This project was reviewed by the following NPS interdisciplinary staff:**

Bob Holloway, NHPA Section 106 Program Manager

Larry Miranda, NEPA Program Manager

Amy Hoke, Historical Landscape Architect

**Describe the category used to exclude action from further NEPA analysis and indicate the number of the category**

*C.7 Establishment of mass transit systems not involving construction, experimental testing of mass transit systems, and changes in operation of existing systems (e.g., routes and schedule changes).*

**On the basis of the environmental impact information in the statutory compliance file, with which I am familiar, I am categorically excluding the described project from further NEPA analysis following completion of all stipulations and conditions noted above. The action is fully described in Section 3-4 of DO-12 and no exceptional circumstances or conditions in Section 3-6 apply.**

Approved   X  

Disapproved   \_\_\_  

Larry Miranda /S/ Original signed  
NEPA Program Manager

June 29, 2018  
Date